

JANUARY 4, 1912

WINTER TRAVEL AND RESORT NUMBER

PRICE 10 CENTS

LESLIES

ILLUSTRATED WEEKLY

T H E P E O P L E ' S P A P E R



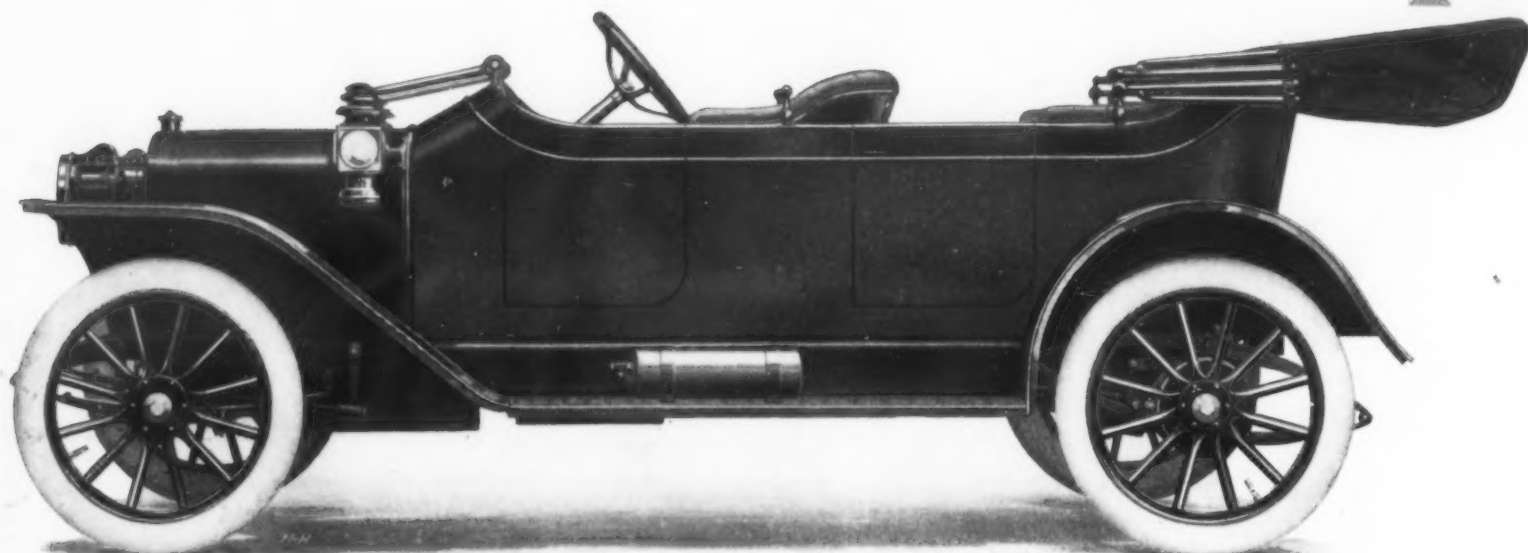
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THE CHARLES SCHWEDLER PRESS

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R-C-H

“Twenty-Five”
5-Passenger Touring Car
110-Inch Wheelbase



\$850

F. O. B. Detroit

Fully equipped with top, side-curtains, windshield, 2 gas lamps, 3 oil lamps, horn, tools and tire repair kit---long stroke motor---3 speeds---enclosed valves---Bosch magneto.

Seven R-C-H Features—and Their Cash Value on a Car

We want to place the wonderful value of the R-C-H before you in concrete form---we want you to know, as we do, that nothing approaching it has ever before been offered to motor-car buyers---that it is in a class of its own.

So we've listed below seven of the special features of the R-C-H which are found in no other car at near the price. And we've placed after each feature a sum which represents an estimate of the amount which it adds to the value of a car—or the amount which its absence should deduct from the cost

of a car. You'll say that these features are worth more—and they are; but we have made the figures low so as to give other manufacturers every possible advantage in the comparison.

Note the astounding totals—and use these figures as a test and a guide in your choice of a car for 1912:

- | | |
|--|--------------|
| 1. Full five-passenger body with the latest European ideas in design and finish (not used in any other American car costing less than \$4,000) | \$200 |
| 2. Really long-stroke motor—that is, with stroke long in relation to bore—3 1-4 x 5—powerful, efficient (used on high-grade European cars costing up to \$5,000) | 200 |
| 3. The use of 130 drop forgings (more than on any other car in the world irrespective of price), both forgings and other materials of the highest grade of mechanical workmanship. Accessibility and complete interchangeability of all parts. (These features are found only in other cars costing \$1,800 or more) | 200 |
| 4. Three speeds forward, one reverse, with sliding gears (found in no other car under \$900) | 50 |
| 5. Long wheelbase and special spring suspension insuring easy riding qualities found on no other car under \$1,100 | 100 |
| 6. Full equipment of top, windshield, lamps, etc., with 3 1-2 inch tires (found in no other car under \$900) | 50 |
| 7. Highest grade magneto made—perfect magneto satisfaction on any car is easily worth | 50 |
| | \$850 |

Now then. Each one of these features, by reason of its greater ease, greater efficiency or greater durability, is well worth on any car the sum we have set opposite it by all accepted standards of value. Ninety-nine motorists out of a hundred would cheerfully say in each case: "Yes, I'd sooner pay the difference and have that." Yet the sum of these fair valuations just equals the price of the R-C-H.

Very well. Then you're offered any car, find out if it lacks any or all of these special features. If it does, deduct their value from the price asked. But be fair. Add a reasonable sum for any features of value—if you find any—that the R-C-H hasn't got. Then compare the respective prices of the R-C-H and the other.

That's the way we want to sell the car.

Write for folder, or call at our nearest branch.

Dealers: Write—or better still, wire. We still have a little unallotted territory.

See these wonderful cars at Booth B—first floor, Grand Central Palace Show, January 16th to 17th.

Canadian Prices: R-C-H 2-passenger roadster, \$850; equipped for four passengers, \$925. R-C-H 5-passenger touring car, \$1,050. R-C-H Gasoline coupe, \$1,300. All prices F. O. B. Windsor, Ont., duty paid.

R. C. HUPP, Manufacturer, 132 Lycaste St., Detroit, Mich.

Distinct from and having no connection whatever with Hupp Motor Car Co.

Branches:

BOSTON, 563 Boylston St.
BUFFALO, 1225 Main St.
CLEVELAND, 2122 Euclid Ave.

CHICAGO, 2515 Michigan Ave.
DENVER, 1520 Broadway
DETROIT, Woodward and Warren Aves.

KANSAS CITY, 1301 Main St.
LOS ANGELES, 816 So. Olive St.
MINNEAPOLIS, 1334 Nicollet Ave.

NEW YORK, 1989 Broadway.
PHILADELPHIA, 330 No. Broad St.
ATLANTA, 548 Peachtree St.

B 273475
JANUARY FOURTH, 1912.

Automobile Number

Leslie's

Illustrated Weekly

(Next Week)

January 11, 1912

Filled with authoritative,
practical and timely mo-
tor articles from cover to
cover.

Contents

Leading Features of the
Car of 1912

The Motor Truck of To-
day and Tomorrow

Visiting Antietam in a
Touring Car

The Coming of the
Motor Cycle

Timely Advice for
Novice Owners

What the Society of
Automobile Engineers is
Doing

The Auto and the
President

A Woman's World
Tour in an Auto

Motor Made Industries

Special Note

Readers of Leslie's Weekly
may obtain information, free
of charge, on motor cars,
accessories, tours and state
laws by writing to the

Automobile Bureau,

Leslie's Weekly,

225 Fifth Avenue, New York

Automobile Number

At All Newsstands
10 Cents A Copy

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OF CONGRESS
WASHINGTON

Leslie's

ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY
NEWSPAPER IN THE UNITED STATES

ALL THE NEWS IN PICTURES

"In God We Trust."

CXIV. Thursday, January 4, 1912 No. 2939

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Subscriptions and advertising for all the publications of Leslie-Judge Company will be taken at
regular rates at any of the above offices.

Persons representing themselves as connected with LESLIE'S should always be asked to produce
credentials.

TO ADVERTISERS:—Our circulation books are open for your inspection.

TERMS: Ten cents a copy, \$5.00 a year, to all subscribers in the United States, Mexico, Hawaii
Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents
per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on
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Subscribers when ordering a change of address should give the old as well as the new address, and
the ledger number on their wrapper. From two to three weeks must necessarily elapse before the
change can be made.

Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always.

The publishers will be glad to hear from subscribers who have just cause for complaint. If LESLIE'S
cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly
reported. Senders of photographs or letterpress must always include return postage. We receive such
material only on condition that we shall not be held responsible for loss or injury while in our hands or in
transit.

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Some of Next Week's Features The Automobile Number



Dated January 11, 1912

LEADING FEATURES OF THE CAR OF 1912. A succinct statement,
by Lawrence La Rue, of the new devices and improvements which will char-
acterize the automobile of the present year. Moderate-priced machines of
high quality figure in the story.

THE MOTOR TRUCK OF TO-DAY AND TO-MORROW. An account,
by John R. Eustis, of the present situation as regards the horseless freight
wagon and the future great possibilities of this useful vehicle.

THE AUTO AND THE PRESIDENT. Mr. Taft is an enthusiastic auto-
mobilitist, has a fine motor-car equipment and has traveled nearly fifty thou-
sand miles by this modern conveyance. These facts are entertainingly
related by Robert T. Small, the well-known newspaper man, who accom-
panied the President on his Western tour.

VISITING ANTIETAM IN A MOTOR CAR. A pleasing description of
a tour by Mrs. C. R. Miller, well known to LESLIE'S readers, in an auto-
mobile to and over the famous battlefield.

THE PICTORIAL FEATURES. Many attractive and curious illustra-
tions will illuminate this number and interest every reader.

THE BURNING AND LOOTING OF HANKOW. A moving narrative,
by H. D. Rodger, LESLIE'S special correspondent in the field, of an atro-
cious occurrence in the Civil War in China.

In answering advertisements please mention "Leslie's Weekly."

"Here's One in
the Corner!"



An Open Break

One ball in—and good po-
sition! It looks like a run,
but the slightest inaccuracy
will change the entire situa-
tion and give the other man his chance.

Billiards and Pool are good, clean, wholesome games
for the whole family—games that inspire keen friendly
rivalry. You can play them now without frequenting
a public poolroom. You can have in your own home a

BURROWES Billiard and Pool Table

and play while you are paying for it. No special room
is needed. The Burrowes Table can be set on your
dining-room or library table or mounted on its own legs
or compactly folding stand. Only a moment is required
to set it up or to take it down and set it out of the way.
Sizes range up to 4' x 9 feet (standard). Complete play-
ing equipment of balls, cues, etc., free with each Table.
Burrowes Tables are used for home practice by some
of the foremost professionals. Every Table of whatever
size is scientifically accurate in proportions to the smallest
detail and adapted to the most expert play. The most
delicate shot, calling for skill of the highest type, can be
executed with the utmost precision.

\$1.00 DOWN

Prices are \$6, \$15, \$25, \$35, \$45, \$55, \$75, etc., on
terms of \$1 or more down and a small amount each month.

FREE TRIAL—NO RED TAPE

On receipt of first installment we will ship Table. Play
on it one week. If unsatisfactory return it, and on its re-
ceipt we will refund your deposit. This ensures you a free
trial. Write today for illus. catalog, giving prices, terms, etc.
E. T. BURROWES CO., 514 Center St., Portland, Me.

Rémoh Gems

Not Imitations
The greatest triumph of
the electric furnace—a
marvelously reconstructed
gem. Looks like a dia-
mond—wears like a dia-
mond—brilliance guaran-
teed forever—stands filing,
fire and acid like a dia-
mond. Has no paste, foil,
or artificial backing. Set
only in 14 Karat Solid gold
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We ship on approval without a cent
deposit, freight prepaid. DON'T
PAY A CENT if you are not satisfied
after using the bicycle 10 days.
DO NOT BUY a bicycle or a pair
of tires from anyone
at any price until you receive our latest
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bicycle, and have learned our unheard of
prices and marvelous new offers.
ONE CENT is all it will cost you to
write a postal and every-
thing will be sent you free postpaid by
return mail. You will get much valuable in-
formation. Do not wait, write it now!
**TIRES, Coaster - Brake rear
wheels, lamps, sundries at half usual prices.**
Mead Cycle Co. A-174 Chicago

An Assurance of Strength

There is a sense of security in having the best.
It is often just the element a man needs to in-
sure that confidence that begets success.

It is such a feeling that comes to a man when
he detaches a

Peerless Patent Book Form Card

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while he waits, that he will be well judged be-
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wished for in a card, and eliminates the incon-
venience of a loose card in your pocket or case.
Besides there is an exhilaration in using and
exhibiting it among your friends who invariably
are attracted by its practical uniqueness.

Send to-day for a sample tab of the cards, and
see for yourself that it is the best.

**OUR SMART
CARD IN CASE**



The John B. Wiggins Company
Engravers, Die Embossers, Plate Printers
80-82 East Adams St., Chicago

With the Chinese Revolutionists



FIRST CENTER OF THE REVOLUTION.
Headquarters at Wuchang, China, of General Li Yuan-Hung, commander-in-chief of the revolutionary forces.



PREPARING FOR A BLOODY FIGHT.
Revolutionary troops mustering before the battle at Hankow in which 1500 of them were killed.



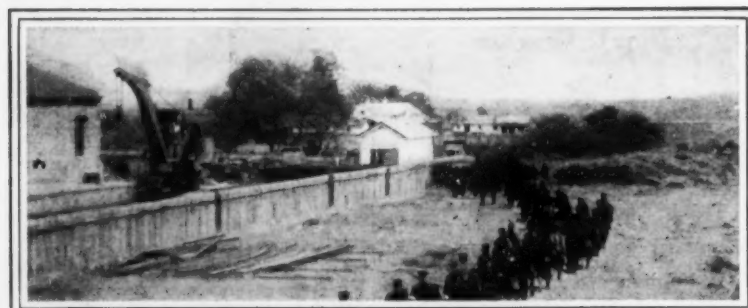
HEROES WILLING TO BE MARTYRS.
"Dare to die" soldiers, always in the front, and eager to fight. They wear no cues and have white bands on their arms.



BEARING AID TO THE WOUNDED.
Red Cross workers going through Hankow just after the fierce engagement at Kilometer Hill.



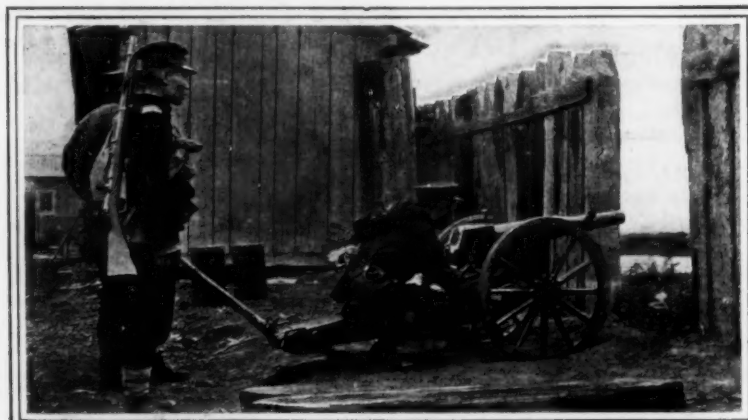
PATRIOTS RALLYING TO THE FLAG.
Newly enlisted insurgent troops pouring in from the provinces to help overthrow the empire.



A STRONGHOLD CAPTURED.
Detachment of revolutionists marching into the iron works after their capture of Hanyang.



THEY BEAT OFF THE ENEMY.
Soldiers of the revolution just after repelling an attack by the imperialist troops at Wuchang.



"SNIPING" THE ADVANCING FOE.
Rapid fire guns of the revolutionists picking out the imperialists as they try to work up to the insurgent defences.



EMANCIPATORS OF THEIR RACE.
Fighting men of the revolution in the entrenchments at Hanyang who declare they will "redeem the sons of Shem from bondage."

PHOTOGRAPHS TAKEN EXCLUSIVELY FOR LESLIE'S WEEKLY BY H. D. RODGER, ITS SPECIAL REPRESENTATIVE IN THE FIELD.

In its issue of January 11th, LESLIE'S WEEKLY will print an intensely interesting article from its own correspondent in the field with the Chinese revolutionists. This article will be illustrated by a number of new photographs taken by the correspondent on the firing line, and a specially made map showing graphically the base of operations of the contending forces. LESLIE'S is the only illustrated weekly newspaper having a member of its staff in the Chinese field, and the article, filled with accurate inside information in regard to conditions among the Oriental belligerents, will be found of marked interest and value to LESLIE'S readers.

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A POWERFUL POLITICAL BODY.

The Republican National Committee in Session at Washington, presided over by former Governor Hill of Maine (standing at the table), who was elected chairman.

EDITORIAL

Explosions!

"NOBODY thinks that modern business can be run permanently by a series of explosions." These were the striking words of Secretary of War Stimson, before the Republican Club of New York recently.

Mr. Stimson, while defending the Sherman law, made an appeal for constructive and not destructive work. The first constructive step he suggests is to prevent the methods which result in crushing out a competitor and controlling the market. The second is the exercise by the government of its affirmative power. Too long it has said, "Thou shalt not."

Mr. Stimson discovered this while he was Federal attorney in New York. It was a common occurrence, he said, to have visits from business men seeking advice as to whether or not the enterprise on which they were about to embark was a violation of the Sherman law. No one could answer their questions. The answer had to be made by the courts—a costly and tedious proceeding.

Mr. Stimson entered a vigorous protest against the continuance of such conditions. He appealed for legislation to establish an administrative bureau for the permanent and watchful oversight of corporate business engaged in interstate commerce—legislation which will give stability to such legitimate business and at the same time safeguard the just interests of the public.

"Such a bureau," adds Mr. Stimson, "would become an assistance and safeguard to the honest business man and at the same time make the law vastly more effective against the other kind." He declared that this was no new theory. It was simply applying the plan which the nation had already successfully applied to the regulation of national banks and railways.

Gradually we are having a saner consideration of the Sherman law and a deeper appreciation of its relationship to our prosperity. We are inclined to believe that Secretary Stimson's view of the situation is not unlike that which the President himself entertains, and this lends additional interest to it.

We disagree with Secretary Stimson in the concluding observation of his interesting remarks, to the effect that any party which made the repeal of the Sherman law a part of its program "would commit suicide." The business men of this country favor the repeal of an act which has required so much of explanation and apology. And no political party in this country ever has won or ever will win an election in the face of the united opposition of the business men.

Play!

THE LOCOMOTIVE that pulls the limited express at a mile-a-minute clip would pound itself to pieces in short order were it not allowed occasional periods of rest. The average American business man is altogether too prone to

ignore the laws of physics and physiology and run his engine at the limit of capacity, until, smash! its intricate mechanism becomes a wreck. It is for such as these that this Winter Resort Number is intended.

Mr. Business Man, run away and play! Go now, in the midst of winter. Perhaps it is your busiest season. But life is in the air. You can hustle about with comfort and substitute strenuous sport for the hammock and book of the summer holiday.

You can't afford to go away? Nonsense! You can't afford not to. Things in the office will go right along for a week or two—even for a month—without your supervision. You'll be surprised to see how your subordinates will rise to the occasion. And you'll come back with new vim and vigor, ready to work out that new plan for enlarging your business that you had been postponing through lack of enthusiasm and strength.

Where shall you go? You have the South, the North, the East and the West to choose from. A short sea voyage will take you to some tropical island playground, with its profusion of flowers and sunshine. You may rush south by rail into the fairyland of Florida. There's the Northland, with its ice palaces and toboggans and snowshoes and skis. Probably within hailing distance of your home there's a quiet little resort where you can find change, fresh air and an appetite.

Run away and play! It will do your business good. It will do your family good, whether taken with you or left behind. And as for you, your first winter vacation will cause you to scold yourself for not having indulged in it before and will result in your making the excursion an annual occurrence thereafter.

Conserve your resources. May the suggestions made in this Winter Resort Number by description and far more eloquently by picture result in a far-reaching exodus to the delightful recreation centers which it exploits. The resulting physical and mental benefit to society will justify the endeavors of its publishers.

Let Us Have Peace

FOR NEARLY a hundred years there has been peace between the United States and Great Britain and between the United States and France. Save for one brief period in our history, the most friendly relations have existed between the United States and France from the time the Frenchmen helped us to achieve our independence until the present. Such has not been the case with Great Britain, and on many occasions—several within the memory of men now living—differences have occurred which needed but little to loosen the dogs of war. Fortunately, wise counsels prevailed and a war which would shock Christendom has been avoided.

Each successive dispute—often aggravated until the people of both countries were in a frenzy—has been settled in a peaceful manner and nearly all by voluntary arbitration. In all probability disputes arising in the future can be settled by

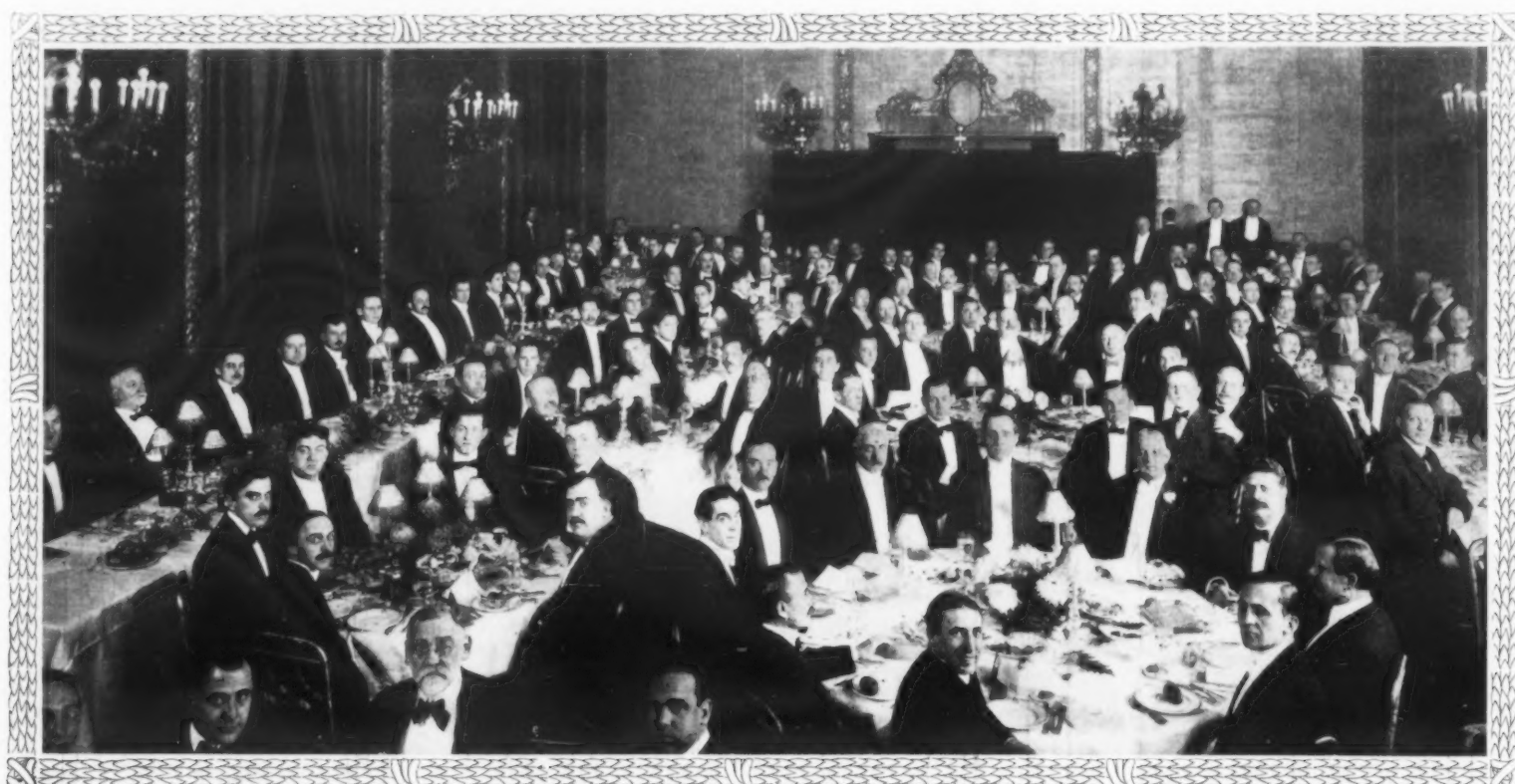
arbitration; but if no provision is made to reach such adjustments, the two countries may be thrown into a state of excitement such as has followed every serious complication and which has heretofore threatened war.

The main purpose of the arbitration treaties which President Taft has submitted to the Senate is to have ready at hand a method of settling all disputes, to avoid the necessity of talking war and force, of measuring the tonnage of ships and weighing the metal they can throw, of speculating upon the vulnerable places of each nation and the financial ability of each to carry on a war. It is in ridding the country of agitation and to assure the people that war is remote that the treaties will accomplish the most good. Even in the case of a dispute which the diplomatic officers refuse to send to arbitration, there is the splendid saving clause creating the Joint High Commission, where such disputes go for a year. In that time there can be a discussion; in that time men and nations can cool off, reason can be restored.

You scarcely ever care to fight a man if you both have had a year in which to think it over and maintain friendly relations all that time. Nations are but a collection of people, and what is true of people is true of nations. The objections to the arbitration treaties have not impressed the American people as valid. Neither the claim that the United States Senate is called upon to surrender some of its powers nor that we may be called upon to submit to arbitration questions of domestic or local character has found indorsement save by a very few. Lawyers of pre-eminent ability both in and outside of the United States Senate have examined the constitutional phase of the question and pronounced in favor of the treaties as they were drawn. Men equal in ability to those who seek to amend the treaties say that they are right as written and that it is a mistake to change them.

The real objection to the arbitration treaties in the minds of certain objectors is the fear that they mean something. If they are ratified, questions of importance which cannot be settled by diplomatic negotiation will be sent to arbitration. This means that the United States must take the chance of an adverse decision by an arbitration court. The trouble with so many advocates of arbitration seems to be that they want a juggled arrangement—one where we will always be sure to win; but if the treaties are amended so that nothing of an important character shall be sent to arbitration, it would be better to allow them to fail.

American prestige is at stake in these treaties. Twenty years ago the United States Senate passed a resolution requesting the President to negotiate treaties to refer all disputes to arbitration. These treaties were to be made with all nations maintaining diplomatic relations with the United States. There never was any evidence to show that the Senate had changed its views until the arbitration treaties—which mean something—were negotiated. Treaties now in force simply indorse the principle of arbitration. The Senate has heretofore helped to make such treaties practically



BOOMERS OF TRADE AND CREATORS OF PROSPERITY.

Third annual banquet of the Advertising Club of Baltimore, an organization of hustlers, who are doing wonders in their city.

useless. The Senate or a large number of Senators are now ready to make the pending treaties valueless by cutting out the most important provisions.

President Taft said in the beginning that he wanted arbitration treaties that would mean something. The governments of Great Britain and France took him at his word and made the treaties. If we should reject or emasculate them now, our prominence as a leader in the world's peace movement would be at an end and our prestige among nations sadly damaged.

Drunk!

DRUNKEN men are sometimes vicious. Most times they are silly. A good many laugh at their antics; others pity them; others hold them in contempt. We may not all be drunken, but a good many of us are silly, hysterical, laughable, foolish and contemptible. The Sunday papers on a recent morning illustrated the point.

One cannot believe all that he reads in the newspapers, not by a good deal; but when they all report a proceeding substantially in the same words, the reports must be accepted as somewhere near the truth. Among the reports in the dailies on a recent Monday morning were things like these, all from the same papers on the same day:

At a Boston meeting to denounce the treaty of Russia, one of the speakers said he would welcome war with that country. Think of the horrors of it!

A Boston lecturer insisted that women should propose marriage to men and not men to women. He made a long plea in favor of his proposition.

A Georgia woman "imbued with religious fervor," went down to the river and in spite of her husband declared that she could walk on the water and tried it. Of course, she was drowned.

The police arrested a man in New York City for throwing his money away. He said he had saved several hundred dollars and could not sleep because he had so much money. He was scattering it to the winds.

In London a crowd of suffragettes calling upon their followers to practice stone throwing, broke every window in sight.

At the funeral of a murdered family, near Albany, N. Y., it took a sheriff and twelve deputies to keep back a crowd of 5,000 who with picnic baskets were making a holiday of the affair and who fought to get in and see the coffin and remains.

In Jersey a constable was on hand at a Baptist Church to preserve peace between the pastor and the congregation.

A New York preacher, in a sensational sermon, declared that if he had to choose between being the leader of the steel trust and one of the McNamara dynamiters, he would take the latter. We are told that the congregation failed to walk out, as they should have done.

In Mexico, a respectful petition was presented for a franchise from the Mexican Congress for the Standard Oil Company to develop the oil fields of the Republic. The deputy who moved the passage of the bill was hissed and jeered and driven out of the chamber.

In Cuba, President Gomez was threatened with a revolution by office seekers who opposed his signature to a Civil Service law.

A seventeen-year-old girl in New York, just married, well brought up and educated, arrested for forgery, admitted her guilt and said she wanted "a good time for herself and her girl friends."

The same newspapers on the same day reported some things on the other side, including the following:

A sermon by Bishop Candler, of the Southern Methodist Church of Atlanta, denouncing Congressional extravagance as robbery and calling for a halt in the assaults of demagogues on our corporations and railroads.

President Schurman, of Cornell, in a protest against the world-wide unrest and reactionary tendency, pleaded for constructive work in American politics.

Senator McCumber, of North Dakota, entered an eloquent protest against the tendency of the American people to drift from

the path of morality and the ideals of self-government, against lifting murderesses to stardom behind the footlights, against the mob spirit, the muck-raker, and the yellow journalist.

Indeed, these are stirring times! Too many drunk and too few sober.

The Plain Truth.

EVERY time you knock a man who owns a factory, you knock the men who work in it. Close the factory, and you empty the dinner pail.

NUISANCE! The billboard nuisance must pay for its privilege. The enterprising little town of Rensselaer, in New York, is just providing for a bill-poster's license that will cost him \$1,000. It compels him to reimburse property owners for any damage he may cause by disfiguring the town with posters. Billboards are to be limited to four feet in height and five feet in length, and the posting of bills on sidewalks, lamp-posts or fire hydrants is to be forbidden. Local merchants may distribute circulars for their own business without a license. Other cities are making the bill posters pay for the valuable privileges they have enjoyed; many more are forbidding the nuisance entirely, on the ground that it defaces public streets and scenic beauty.

CURES! Why do our invalids flock to Europe to take "cures" and medicinal treatment afforded at the spas of that country, when right at home are mineral springs of equal therapeutic value? Dr. Herman G. Klotz, of New York, raises this question in the Journal of the American Medical Association and proceeds to point out the need of conservation of our springs and a careful study of their varying medicinal properties. His point is decidedly well taken. There should be co-operation with State authorities to provide some way of restraining wasteful exploitation of these valuable assets. There is no reason why the United States should not have a great number of model watering places arranged and managed like those abroad, rather than a few fashionable and strenuous mineral springs hotels, too often maintained for anything but curative purposes.

PROFIT! For the first time in twenty-nine years the annual financial statement of the Post-office Department shows a profit instead of a deficit. The change for the better has been brought about by careful, businesslike management on the part of Postmaster-General Hitchcock and his able staff of helpers. There is no reason under heaven why a government-controlled utility should not be allowed to yield a profit if conditions make this possible. No one has reason to complain of the present rate for first-class matter. Two cents is not an exorbitant price to pay for the transportation of a letter of ordinary size from one corner of Uncle Sam's possessions to the other. Why clamor for a lower rate, with the consequent return to a yearly deficit in the postal accounts and perhaps a curtailment of the facilities of the department? Leave well enough alone—and the newspapers and magazines, too!

THE New York Sun will continue to shine for all and more brightly than ever. A sensation in newspaper circles throughout the country was created by the recent announcement that our

contemporary had passed into the hands of William C. Reick, formerly of the *Herald*, afterward of the *Times* and now the owner of one of their strongest possible rivals. Mr. Reick's name seldom appears in the public prints. Notoriety and he have never been friends. But in the inner circles of newspaperdom, this modest, retiring and not uncompanionable journalist and editor, though still a young man, has been recognized for years as a powerful force. His industry and capacity, as well as his foresight and alertness in discovering news and its real value, have made him famous on both sides of the Atlantic. It is characteristic of the man that no announcement foreshadowed his purchase of the *Sun* and no pronouncement followed it. His name, as president of the company, went up at the head of the editorial columns. That was all. No radical changes were foreshadowed, no shake-up in the office was visible; but everybody felt a fresh assurance that, more than ever, hereafter "When you see it in the *Sun*, it is so."

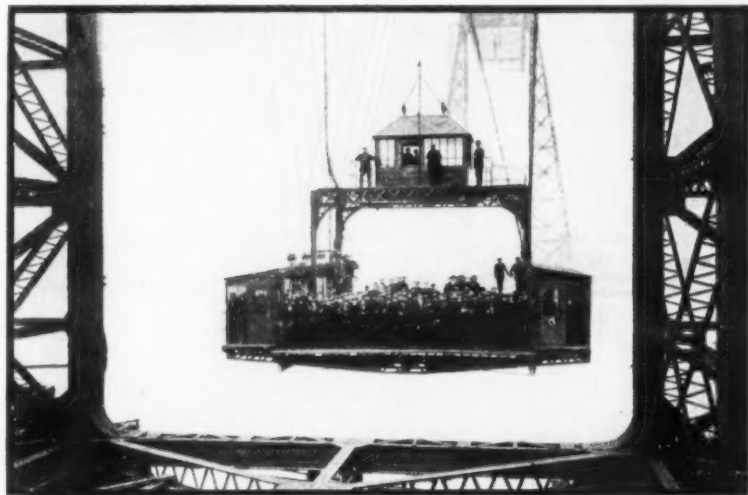
RUSSIA! A pertinent question was asked by Senator Bailey, of Texas, while Senator Root was discussing the abrogation of our treaty with Russia. Mr. Bailey asked how we could reconcile our demands for freedom for the Jews in Russia with our conduct in excluding the Chinese from our shores. Senator Root, in his eloquent and effective speech, replied when he warned the American people in these words: "It behooves us to act conservatively and cautiously in the official use of language about this treaty, lest we find ourselves betrayed into assertions which may come back to plague us." Mr. Root referred to the fact that Russia has many millions of Chinese subjects which the United States would not admit, treaty or no treaty. The Russian statutes do not exclude only American Jews, but all Jews; hence Russia's reluctance to make concessions to the United States. If all the great nations had united in demanding the removal of the utterly unjust restrictions on the Jews in Russia, an effective reform could have been secured. Other nations are willing to see America embroiled with Russia, so that they can capture the trade that we may lose. The action of President Taft in informing Russia of our purpose to terminate the treaty of 1832 was effective without being needlessly offensive. Whatever the provocation, it was most inexpedient to demand the termination of a treaty with a friendly foreign Power in the terms of the drastic Sulzer resolution. President Taft found a way out of an exceedingly unpleasant difficulty and cut the ground from under those who, under pretext of righting a great wrong, were simply courting the votes of our Jewish fellow-citizens. Let Congressman Sulzer now begin a crusade against the indignities constantly being heaped upon the Jews in New York City—a cruel wrong for which no excuse has been or ever can be given. The newspapers daily tell of unprovoked assaults on inoffensive Jews in the congested section of the city. Carts of street peddlers are wantonly upset and their contents destroyed and stolen by the hoodlum element, while policemen make no attempt to interfere. There is no excuse for such outrages. Something should be done, and at once, to end them. The law is for the protection of every human being, without regard to race or color, and the law must and can be enforced.

At Home and Abroad with the Camerists



A HOST OF PUBLICITY MEN AT DINNER.

Annual banquet, at the Hotel Astor, New York, of the Representatives' Club, David D. Lee, President. Nearly 1,000 persons were present, including prominent advertising men from all parts of the country and their friends.



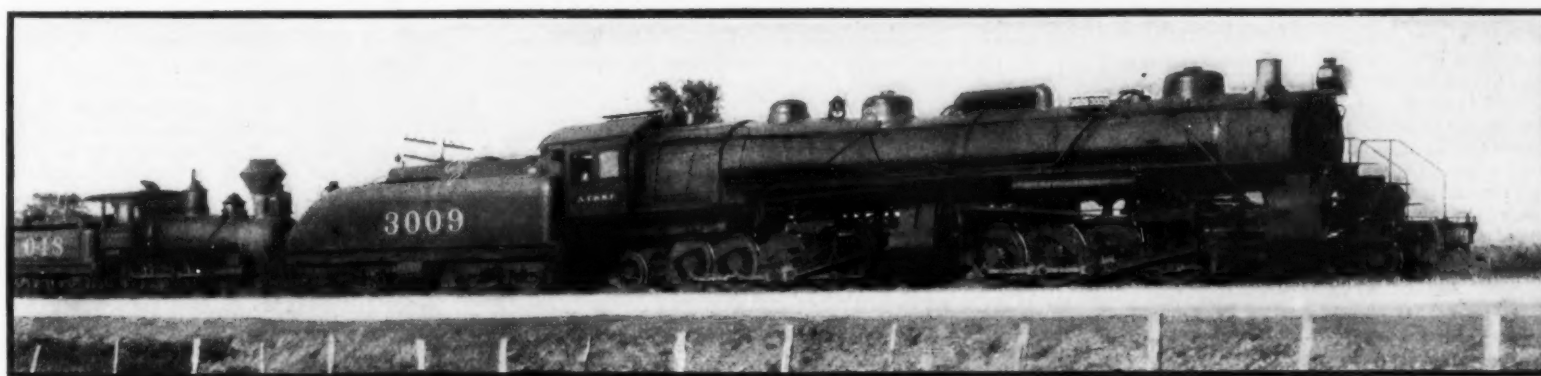
AN AERIAL FERRY IN ENGLAND.

Traveling platform suspended from the new transportation bridge over the river Tees, at Middlesborough. It replaces the water ferry and carries 600 persons and six vehicles.



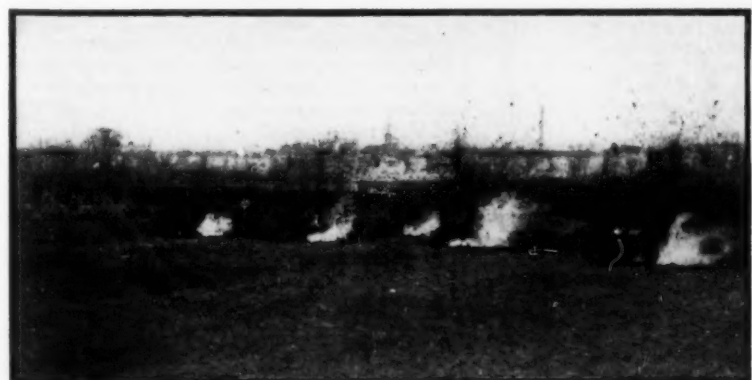
AN HONESTLY BUILT MUNICIPAL EDIFICE.

Des Moines, Ia., City Hall, planned like a big bank, and constructed under the commission plan of government. It was completed for \$41,000 less than the appropriation of \$350,000.



AN EXTREME CONTRAST IN LOCOMOTIVES.

The colossal Mallet engine lately put into use on the Atchison, Topeka and Santa Fe Railway and little "048", an engine of the early days of railroading.



PLOUGHING DEEP WITH DYNAMITE.

Interesting experiment on the grounds of Peter Henderson & Co., in New Jersey. The explosive was put into holes dug in the earth and when it was touched off it broke up the ground thoroughly for a considerable distance.



YOUNG FARMERS SIGNALLY HONORED.

Secretary of Agriculture Wilson and his guests, the corn-raising boys of the country, to whom he recently presented diplomas at the Department of Agriculture, Washington.

America's Winter Recess.

It Is a Great Opportunity for the Business Man and a Rare Chance for a City Which Aspires to Grow in Population and Prosperity

By JOHN DUFFY, Author of "What Memphis Did with \$20,000"

ONE OF the biggest wholesale grocers of New Orleans, who was born and raised in Vermont, stopped the other day for a few minutes' chat about boyhood fun in New England with a shoe jobber of the same Southern metropolis, who hails from Massachusetts. A mutual friend, a native of Louisiana, joined them.

"How on earth did you fellows ever happen to land in New Orleans?" the Louisianian asked, after he had listened to the conversation for a while. In a breath, both replied,

"Mardi Gras."

The same reason for their first coming to New Orleans is told by many other successful business men, professional men and workers in all the different branches of industrial activity. In their Northern homes they heard the ringing of the bell for a winter recess, they felt the demand for a brief rest in the midst of the long session between summer vacations, and decided to take advantage of it. At the psychological moment their eye caught the advertisement or some one suggested New Orleans and the Mardi Gras. They went, saw the beauties of the carnival and the opportunities of the Carnival City, and soon after going back to the North returned again to the South—this time to reside permanently.

The same story is true of Los Angeles, Jacksonville, San Antonio, Galveston, St. Augustine, Tampa, Pensacola, Pasadena and a score of other municipalities of the country, which have held wide the gates and invited the winter tourist to join their own citizens in basking in balmy breezes far from the wintry blasts of the snow belt. New Orleans has been having a Mardi Gras since 1827, and since 1837 it has been a civic event, with the latchstring hanging outside for all who would come to its gates seeking to join in its merrymaking. The other cities have not been at it so consistently for such a lengthy period of time, but they have put their hearts and souls into the work to make up for the loss of time, and their hospitality is none the less well developed.

The California coast has not had a Mardi Gras to aid it in its propaganda, but it has succeeded wonderfully. Every citizen and every visitor has been made a booster and its climate has been talked about and praised consistently and energetically in every direction. Many of the California cities have their carnivals and festivals—the Rose Fete of Pasadena is particularly noteworthy—but they do not come in the height of the tourist season. It is there the Californians have shown their business acumen. With the East in the grip of succeeding blizzards, stories of unceasing sunshine and balmy breezes by the shores of the Pacific Ocean are sufficient to lure those who can get away. Then, when the Eastern temperature begins to ascend, advertisements of the beauties of these wonderful festivals are scattered about and the waning winter tourist season suddenly is rejuvenated and many pleasure-seekers hie themselves to the cities of the far Southwest.

But, as is the case with New Orleans, all of them do not return to the East—at least to remain permanently. Every citizen welcoming the incoming tourist sees in him a prospective new citizen, and the glad hand is of the sort which makes its remembrance lasting and impresses upon the newcomer the wonderful advantages of remaining there.

"Come and be one of us!" is the hospitable invitation, and annually the number of acceptances is piling up. The census reports on the cities which have specialized in winter tourist business prove this beyond the slightest doubt. New Orleans, with its population of 287,104 in 1900, now has 339,075; Los Angeles has jumped from 102,479 to 319,198 in the last ten years, Jacksonville boasts of 57,699 against its 28,429 of 1900, while the others have done equally well. San Antonio has 96,614 against 53,321 ten years ago; Mobile, 51,521 instead of 38,469; Tampa, with its 37,782, shows a gain of 21,943 new citizens, and Pensacola, Gulfport and others have made great gains. This is by no means a complete list. There are dozens of other enterprising cities ready to welcome the winter wanderer and their statistics are just as interesting.

And the next great question is, Where do the winter tourists come from?

Once upon a time, the big merchant, manufacturer or financier preached, "All work and no play makes Jack a dull boy," and practiced, "All work and no play makes Jack an invaluable employee." This meant the same thing whether Jack was himself or his clerk. Then came a day when he realized that he himself and the man in his office were better workers the rest of the year if they had the benefit of two or three weeks' vacation in the summertime. It wasn't so long ago he made this discovery, either, although the idea has spread so rapidly most people have forgotten it was a startling innovation a few years ago. The custom has grown so quickly, the business concerns are few and far between in this day and time which do not employ a system of vacation-giving in some form or other.

Now it is spreading in a new direction. Mr. Big Business Man has seen such splendid results in the wake of the summer vacation that he has begun to

try seriously the winter vacation. As yet he has hardly allowed the proposition to progress beyond himself and his most important aids, but a wedge has been entered. The results will be shown by the future.

With the discovery that Mr. Big Business Man safely may steal a short while from his desk without his concern collapsing entirely has developed that old summer question in a brand-new dress. "Where shall we go?" Just as in the summer it was "Seashore or mountains?" now it is "South, East, Pacific coast or North?" North? Sure, north to the very thralldom of the Frost King. There is a winter tourist travel in that direction little dreamed of by many.

The seemingly endless list of places to go in the summer has nothing on the list offered for the winter tourist, and the seekers after summer guests seem weak and lethargic in their pleadings for patronage compared with those who would entertain the winter traveler. One great reason for this is the entry of the city into competition with the mere resort in the battle for business. In the summer one seeks to go far from the heat of a crowded town; in the winter one is glad to get the advantage of its conveniences if its climate is of the right sort. And the city, if it numbers progressive and hustling business men, is able to bring to bear all the strong advertising genius it is sure to possess, and definite results are certain to be obtained.

The business men see all the advantages the city may gain from a visitor who goes away in good humor with it, himself and the world. It is not the immediate good from the amount of money left in town by the visitor which is of the utmost importance. Of greatest value is the impression he gets of the city; and that, of course, in a large measure depends upon the city itself. A thousand visitors—or several hundred of them for that matter—set considerable money in circulation, and everybody—the butcher, the baker and the candlestick maker—gets some of it; but all that is a secondary advantage. The advertising which the place gets is the most valuable asset.

Advertising pays. It pays a city very much after the same manner it pays a business firm. Any man who says he does not care what other people say about him makes a mistake. By the same token, it is well worth while to put visitors in such a frame of mind that when they go away they will speak well of the city they have seen—speak well of its climate, its parks, its streets, its stores, etc. Some of them certainly will think of moving some day—just as those big business men who went to New Orleans after a visit to the Mardi Gras—and naturally will wish to go to an attractive place which bears the earmarks of progress and prosperity. Returning to their homes, on their way and when they get there, they naturally will talk about the place they visited on their winter trip. If the impressions were favorable, they will say so to their friends; and so some of their friends may turn their attention to the town which presented so many attractions to its visitors.

Has your town taken an interest in this winter tourist business? If it is at all situated so that it

can offer advantages to the seeker after winter fun, you are overlooking an opportunity if you don't get busy. Get the assistance of the railroads that enter the city. Their co-operation is a great asset. They want the business of the tourists as much as your city will want the visitors, and their advertisements and circulars will pull in a way which will bring wonderfully quick results.

Reference has been made to the winter resorts of the north. Don't you know that larger numbers than ever before are going to Montreal, Quebec and to Toronto, to Niagara Falls, to Winnipeg and to dozens of other Canadian and American cities? There they have winter carnivals and plenty of the snow of the lasting sort which guarantees the best sleighing, tobogganing and skiing. Tournaments in which the champions of America will take part will draw thousands of devotees of the ski to the cities of the north during the coming winter.

"The winter is the ideal time for your real vacation, and the north is the ideal place to spend it," declared a Canadian the other day. "In the summer you want a rest; in the winter you want fun. And it takes the north to give you the best and most seasonable fun—fun of the exhilarating sort, which brings health with it and insures your return to your work with good, red blood pulsating through your veins. A winter vacation in the north means a happy spring at your desk, when your business needs you the most."

So it is that all sections of the country vie for winter business. Atlantic City and the other well-known Atlantic coast resorts have not overlooked it, and they hold out a hospitable welcome for those who will come to them, guaranteeing warmth within and invigorating sea breezes and dozens of other attractions without. And not to be outdone, cities along the routes of travel for the tourists bound for the resorts have gotten into the game. They, too, have advertised their charms and their attractions and they invite a closer inspection "as you pass through."

Willing railroads have made this possible. Seldom it is you can't obtain a stopover, for ten days if you want it, at some place on your way to your resort. Nashville, Tenn., recently used this idea to advantage in its national appeal to tourists to tarry there for a moment and see the Hermitage, where Andrew Jackson lived, and the other attractions of the city. Do you think the business men of Nashville didn't realize the advantages they would gain from every visitor, aside from the money he would spend at his hotel? It was a move in the right direction.

But not all the winter tourists of this day are willing to stay in the United States proper. Ever since the Spanish-American War, Cuba and Porto Rico have lured many to their shores. The opportunity they offer for an Old World glimpse within the New World is unequaled anywhere else, and there are many other attractions calculated to make them the Meccas of those who want a short sea trip, a little excursion into the tropics and a goodly sightseeing expedition at little cost in money or time.

As the United States progresses with its monster undertaking of constructing a canal across the Isthmus of Panama and as the date for its completion nears, greater interest than ever before is aroused in this wonderful engineering feat. The ship lines running from New York, Boston, New Orleans and several other ports are carrying more passengers than ever before. Panama is delightfully equipped for the winter tourist. The ships are excellent and offer a beautiful sea trip across the Gulf of Mexico and Caribbean Sea, to say nothing of the coastwise journey on the Atlantic from New York or Boston.

The United States government owns the railroad which runs from Colon, the seaport on the Atlantic side, to the city of Panama, at the Pacific end of the canal and the biggest town on the isthmus, and the government also owns and operates the biggest hotel there. Careful scrutiny by high officials at frequent intervals has insured the maintenance of this hotel at the best possible standard. Visits to other big cities of Central America have followed in the wake of the tourist trip to Panama.

Mexico always comes in for a large share of the winter business, and the little upheavals it has had have served to quicken the interest in the country. Visitors are in no danger.

This is the day of winter travel. It is good for the tired business man, and it is good for his wife and family. It is good for the business man who is not satisfied with conditions where he is at present located and is thinking of a change. It is good for the worker who needs a tonic drugs cannot furnish, and it is good for the worker who seeks a new field and new opportunities. And it is a wonderful chance for the progressive city which wants new citizens. Winter tourist rates furnish an easy way to see the country cheaply, and yearly more Americans are awakening to a realization of this chance offered them.

Will you be a winter tourist? Right now is the time to make up your mind. The North, the East, the South and the West are calling; the recess bell is ringing. Which way will you go?

A Chant of Winter Resorts.

YOU, in the Northland!—Visit the Southland!—
Ticketed through from "Bonjour" to "Manana."
Frozen old forests! Don't waste time regretting!
A la carte climate is yours in Havana.
Palm Beach and parrots!—Peris!—Palaver!—
Prospects that please, where man only is vile.
Sing we the South with its spice and its sandal—
Passenger tariff—a trifle per mile.

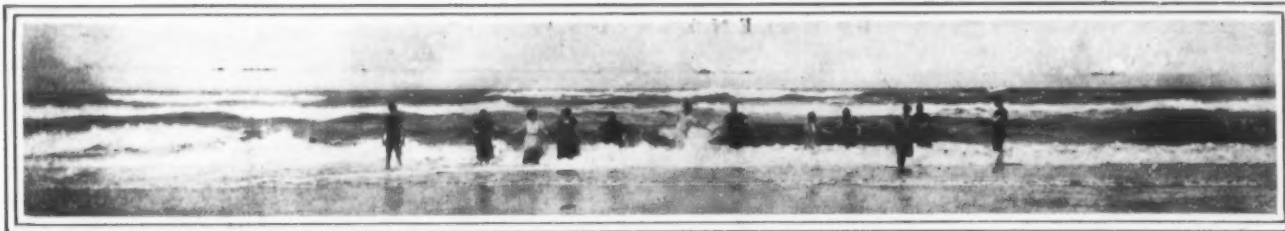
You, of the Southland,—Ho,—for the Northland!
Never mind Mardi Gras;—Chapultepec!
Go where you cut ice—to bathe, in the morning;
See if it really is cold at Quebec.
Skates and the skis!—And sleek saints on small snow-shoes!
Let your fine features congeal in a smile.
Sing we the North, where the night wind is lusty.
Passenger tariff—a trifle per mile.

Oh, you wise Easterners—chase to the mountains;
Climb them on burros—slide down on them—you!
Go where the curio calls:—You will see that
The wealth of the West lies quite largely in view.
Canon and cowboy!—Coquettish Pepita—
Queen of them all when it comes to the guile!
Sing we the West in a way that should win you:—
Passenger tariff—a trifle per mile.

Ki yi! You cave-dwellers roaming the Rockies!—
Next to New Jersey there's something astir!
Not a dull moment with nothing a-doing;
Evening a nightmare, and morning a blur!
Seraphim trim their course—shying from towers:
Seraphs—in six courses,—trim you in style.
Sing we the White Way,—wild,—woolly,—as wanted:—
Passenger tariff—a trifle per mile.

W. EDSON SMITH.

Florida's Wonderful Chain of Winter Resorts



DISPORTING IN SUNLIT WATERS.
Visitors from the North enjoying the midwinter surf bathing at Palm Beach.



IN THE HEART OF PLEASANT LONG KEY FISHING CAMP.
The fisherman's paradise of the famous Flagler system, L. P. Schutt, manager. The neatly equipped cottages are under a grove of cocoanut trees within a step of the railroad station. Travelers on the way to Havana via Key West usually stop over at the Long Key Fishing Camp. The camp is decidedly popular with the ladies also.



LONG KEY FISHING CAMP.
EXPERT ANGLER'S GOOD LUCK.
A catch of big kingfish and groupers at Long Key by Vice-president Eccles of the American Smelting and Refining Company, New York.



A WOMAN FISHERMAN.
She was well satisfied with her catch of a 150-pound silvery tarpon.



WHERE SUN AND BLOOM MAKE LIFE A DELIGHT.
The spacious and attractive veranda of the famous Royal Poinciana Hotel of the Flagler System at Palm Beach, fronting Lake Worth. H. E. Bemis, Manager.



THE NATIONAL GAME IN WINTER.
The guests enjoying a baseball contest under the Palm trees in front of the Royal Palm Hotel, (J. P. Greaves, Manager) which has made Miami famous.



ONE OF THE GREATEST OF ENGINEERING FEATS.
The wonderful concrete viaduct built on solid rock on the Florida East Coast Railway extending from Long Key to Grassy Key, a distance of 2.7 miles.

A Historic Event in Sunny Florida

NINETEEN HUNDRED AND TWELVE will undoubtedly mark the completion of the greatest achievement in which Florida has played the most conspicuous part. The approaching continuation of the Florida East Coast Railway to its terminus at Key West is a monumental event not only in the history of Florida, but also in that of the United States.

The significance of this event is far beyond our ken. It virtually links the great cities of the North with the Panama Canal. It means that the excursionist and the business man can go from the great cities of New York, Boston, Chicago and St. Louis by an all-rail route to Key West and be brought within a few hours of Havana and the Panama Canal. The genius who projected the wonderful railroad over the keys of Florida and who had the courage—we might almost say the audacity—to pledge his personal fortune to the enterprise is Henry M. Flagler, who but recently retired from active connection with the Standard Oil management.

No single individual in this country has ever done more for one State than Mr. Flagler has done for Florida. He saw the Everglade State when it seemed to escape the notice of all others. He realized the charms of its balmy winter climate, the wealth of its soil, its possibilities in the line of commerce, and, with a prescient eye, forecasted the time when the construction of an inter-oceanic canal would give to Florida an advantage that few other States could possess.

Those who have gone over the Florida East Coast Railway have realized the amazing magnitude of the undertaking. The construction of the line from St.

Augustine to Miami was perhaps not more difficult than railroad building in other sections. But, not content with this, Mr. Flagler projected an extension to Key West by building a line from island to island over solid, concrete and steel viaducts, in some instances several miles in length. Railway constructors and eminent engineers were called in to solve a problem that seemed to defy human skill and capital itself. No other railroad in the world in this respect can compare with the over-sea route of the Florida East Coast Railroad from Miami to Key West. Years of patient endeavor and the investment of untold millions were necessary for the completion of the enterprise. Each year saw the great steel highway pushing farther south. Those who began by laughing at the project became its firmest friends in the end.

Though many scouted the idea that the long stretch of railroad to Key West could ever safely be built, the work has at last been completed and Florida is to have a great celebration in its honor very shortly, probably before the close of February. The most notable men of the country, including the President, are to be invited to attend the ceremonies, and the event will be of historic importance to the United States and all the world.

Mr. Flagler is widely known because of the famous Flagler system of palatial hotels in Florida, built by him and which are visited annually by hundreds of thousands of those who seek to escape the rigors of our Northern climate. No other man in the world has ever engaged in hotel building on such a prodigious scale. Wherever a Flagler hotel is located, from St. Augustine to Miami, the public knows that it offers the very best that can be had.

While catering to health and pleasure seekers possessing abundant resources, Mr. Flagler did not forget to provide a most attractive resort for those who, like himself, enjoy the sport of fishing. His "Fishing Camp" at Long Key, midway between Key West and Miami, has become the most popular winter resort of its character in the United States. When it was first established, with its plain and simple accommodations at a rate of three dollars a day, it sheltered only a few fishermen who were quick to discover its attractions. The following year the fishermen brought their wives, and last year there were more women in the camp than men and for the first time a dress suit was seen occasionally in the dining hall at evening. Mr. Flagler has been urged to build a large hotel at his fishing camp and to charge a higher rate, but he resolutely adheres to his purpose to maintain one delightful spot in the cocoanut groves of Florida where the simple life can be enjoyed by fishermen, their wives and families.

Not content with all that he has accomplished in Florida in the construction of a railroad over the sea to Key West, with a great system of hotels, Mr. Flagler is now engaged in opening the rich lands of the Everglades. And so Florida, which, not many years ago, was regarded as far down in the list of prosperous States, is rapidly surging to the front in population, wealth, commerce and agriculture. Instead of waste and desert lands, one finds miles of orange groves, pineapple plantations and market gardens. With opportunities for speedy transmission to the best markets in the North by rail and steamer, the Florida farmer is making things pay.

(Continued on page 14)

Pasadena's Splendid Tournament of Roses

By HELEN LUKENS GAUT



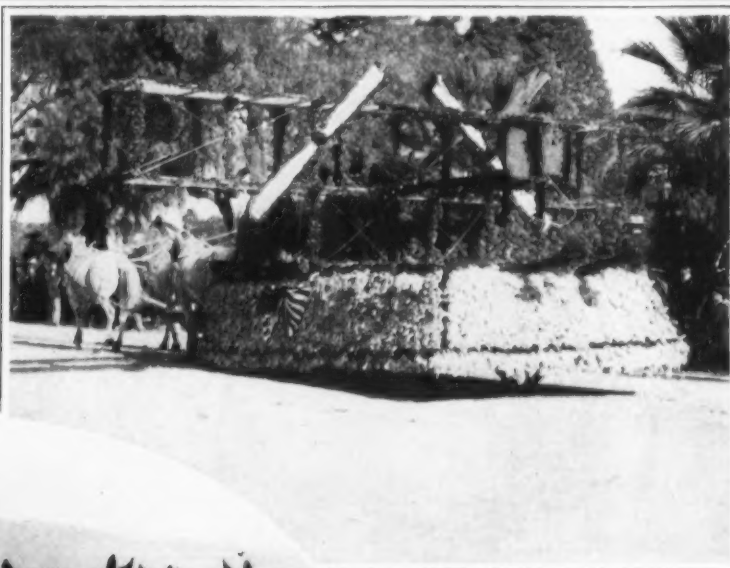
CLEARWATER PHOTO CO.

CLASSIC SPORT IN MODERN TIMES.

Exciting four-horse chariot race on Tournament of Roses Day, at Pasadena, Cal. These races always arouse the enthusiasm of the vast crowd of spectators.



A MAGNIFICENT CAR.
Six-in-hand winner of the Association cup one year ago, and also of a special cup for a hotel entry.



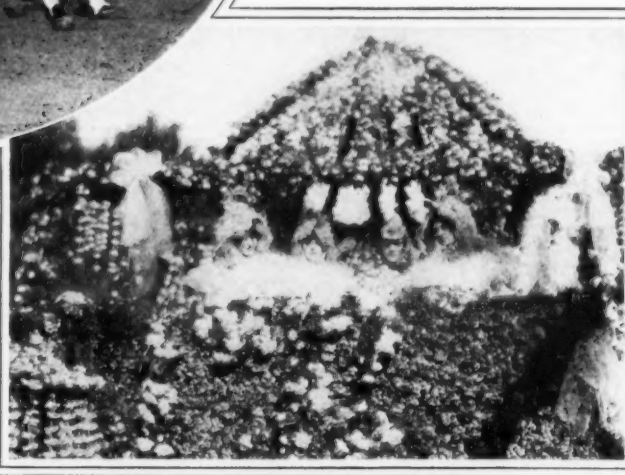
THE "HOXEY" FLOAT.
Airship decorated in honor of Arch Hoxey, the Pasadena aviator, killed a few days before.



ACCORDED A WORLD'S RECORD.
Charles E. Post, who won the great chariot race of 1911, in 1.49½, said to be the best time made up to that date.



A MOST ATTRACTIVE DISPLAY.
High school float, which cost nearly \$4,000, and which was admired all along the line.



BEAUTY FRAMED IN FLOWERS.
A quartet of young ladies who rode in one of the handsomest floats in the parade.

TWENTY-TWO years ago, Pasadena, Cal., then a little, green-lined nest of a town at the base of the Sierra Madres, in southern California, with greater expectations than population, made a New Year's resolution—"The Tournament of Roses"—and so faithfully has she kept her pledge that the dawn of each succeeding New Year's Day has found her wreathed and garlanded with blossoms, in readiness for her annual floral pageant.

For a month preceding the tournament, the atmosphere is a-quiver with expectancy. School children canvass the city for flowers for their floats, while the older folks encourage their gardens with hoes and sprinkling pots. The day preceding the pageant is devoted to harvesting the flowers, and hundreds of wagons, baskets and arms are laden with fragrance and greenery, which are distributed among the stations where decorating is to be done. That the flowers may be fresh and crisp and all in readiness for the pageant, which starts promptly at ten-thirty a. m., thousands of men, women and children, in different parts of the city, work the whole night.

It is not unusual for the more elaborate floats to exhibit from fifteen thousand to seventeen thousand

blossoms, and as each flower has to be fastened individually and securely, the labor and time required for perfect results are enormous. No artificial flowers are permitted. Not only are roses, emblematic of the tournament, used by the thousands on floats and other vehicles, but also the streets and avenues along the line of march are carpeted with their fragrant petals. Carnations, purple violets, lilies, daisies—in fact, flowers of every description are used profusely.

Early morning finds the city gates wide open, train after train, car after car, bringing in happy, festive throngs, while all approaching roads are hurrying rivers of wagons, carriages, automobiles, motor cycles, perambulators and pedestrians, all panting and gasping in their haste to obtain a good place of vantage and view. A lovely queen and her maids of honor, miles of flowers, music, fragrance, sunshine, joy and enthusiasm define Pasadena's Tournament of Roses. Every conveyance, from magnificent float to modest donkey cart, is massed with fresh flowers, skillfully placed, with due consideration for color harmony and grace of outline. The wealth and culture of the Southland are shown in the beautiful, exquisitely gowned women, prancing flower-decked

steeds, splendid automobiles, coupes, landaus and runabouts.

The procession, usually several miles in length, includes bands and military companies from surrounding towns and cities, the veterans—every man wearing a wreath or carrying a bouquet—cyclists, equestrians, the fire department magnificently decorated, historical floats, floats entered by merchants, schools, fraternal orders, etc., and floats so delicately and marvelously wrought of flowers they appear like bits from dreams or fairyland. No advertisements are permitted. The pageant is one of consummate art and exquisite handiwork, a combination of man's and nature's best in skill and beauty. Following the floral pageant are the thrilling chariot races, when tens of thousands watch the onrushing of the horses to the goal.

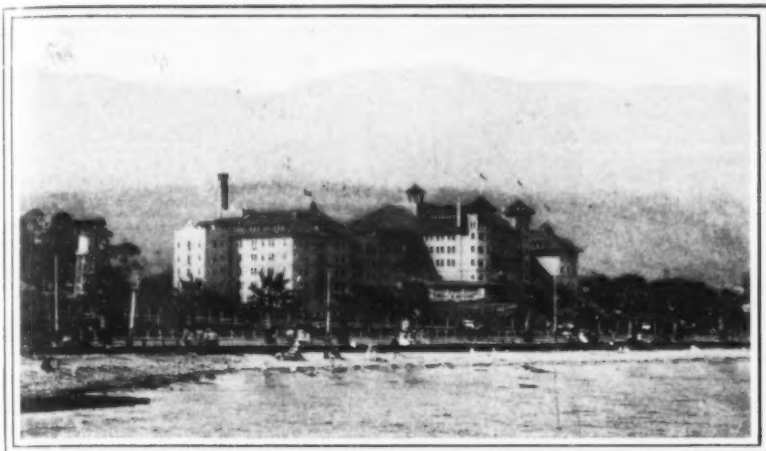
At night there is a carnival procession of wit and humor and absurdities, under the management of "The Komical Knights of the Carnival" and ruled by King Kidder the First, escorted by his Komical Court and a squad of Komical Kops. The floats and features caricature ancient history, national and international controversies and problems and local municipal situations.

Delights and Wonders of California



WHERE DISTANT WORLDS ARE GAZED AT.
World-renowned Lick Observatory on Mount Hamilton near San Jose.

BROWN BROTHERS



IN SIGHT OF THE GREAT HILLS.
Pleasant recreation spot with a mountain background at Santa Barbara.

BROWN BROTHERS



A PLACE OF RARE ATTRACTIONS.
Avalon Bay, Catalina Islands, where the tourist is attracted both by the scenery and the fishing.



SCENE OF WINTER GAIETY.
Animated crowd at the Casino and Beach in Santa Cruz.

BROWN BROTHERS

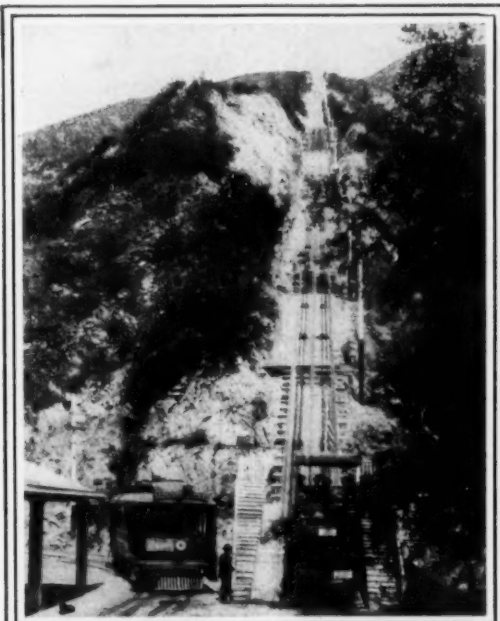


A HINT OF THE "GORGEOUS EAST."
Parade of Chinamen in their native costume through San Francisco's Chinatown.



A NOTED INSTITUTION.
The successful Leland Stanford, Jr., University at Palo Alto.

BROWN BROTHERS



A STEEP PATH, BUT EASY.
The remarkable inclined railway up the slope of Mount Lowe, near Los Angeles.



GOOD FISHING AT ALL TIMES.
Midwinter guests trying their luck on the pier at Santa Barbara.

STERN

Glorious Sport in the Frost King's Realm



WINTER HIKE IN CANADA.

Robust party on skis out for a brisk cross-country dash over the snow.

NOTMAN & SON



SPLENDID INDOOR EVENT.

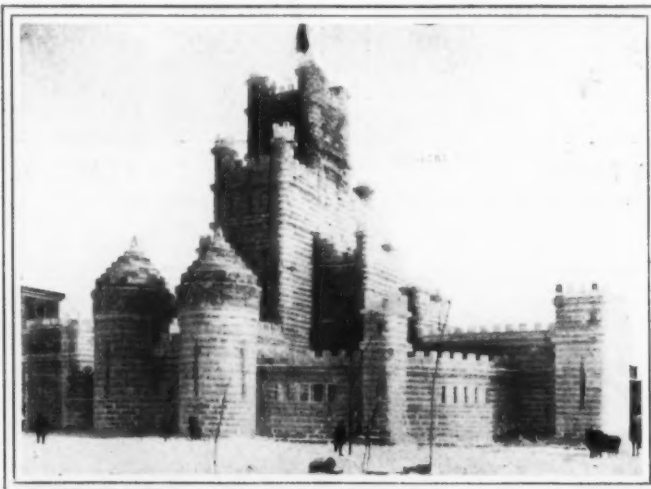
Carnival ball in a great auditorium in Montreal, Can., attended by hundreds of guests.

NOTMAN & SON



EXCITING CONTEST ON THE ICE.
Finish of a close heat in a mile skating race on Saranac Lake, N. Y.

BROWN BROS.



MASTERPIECE OF ART AND FROST.

Picturesque ice palace at Montreal, one of the chief sights of the winter carnival in that city.

NOTMAN & SON



EXHILARATING PASTIME.

Bob-sledding down a long hill in Canadian back country.

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THE GLORY OF THE NIGHT.

Illumination of an ice palace at a Saranac Lake (N. Y.) carnival.

BROWN BROS.



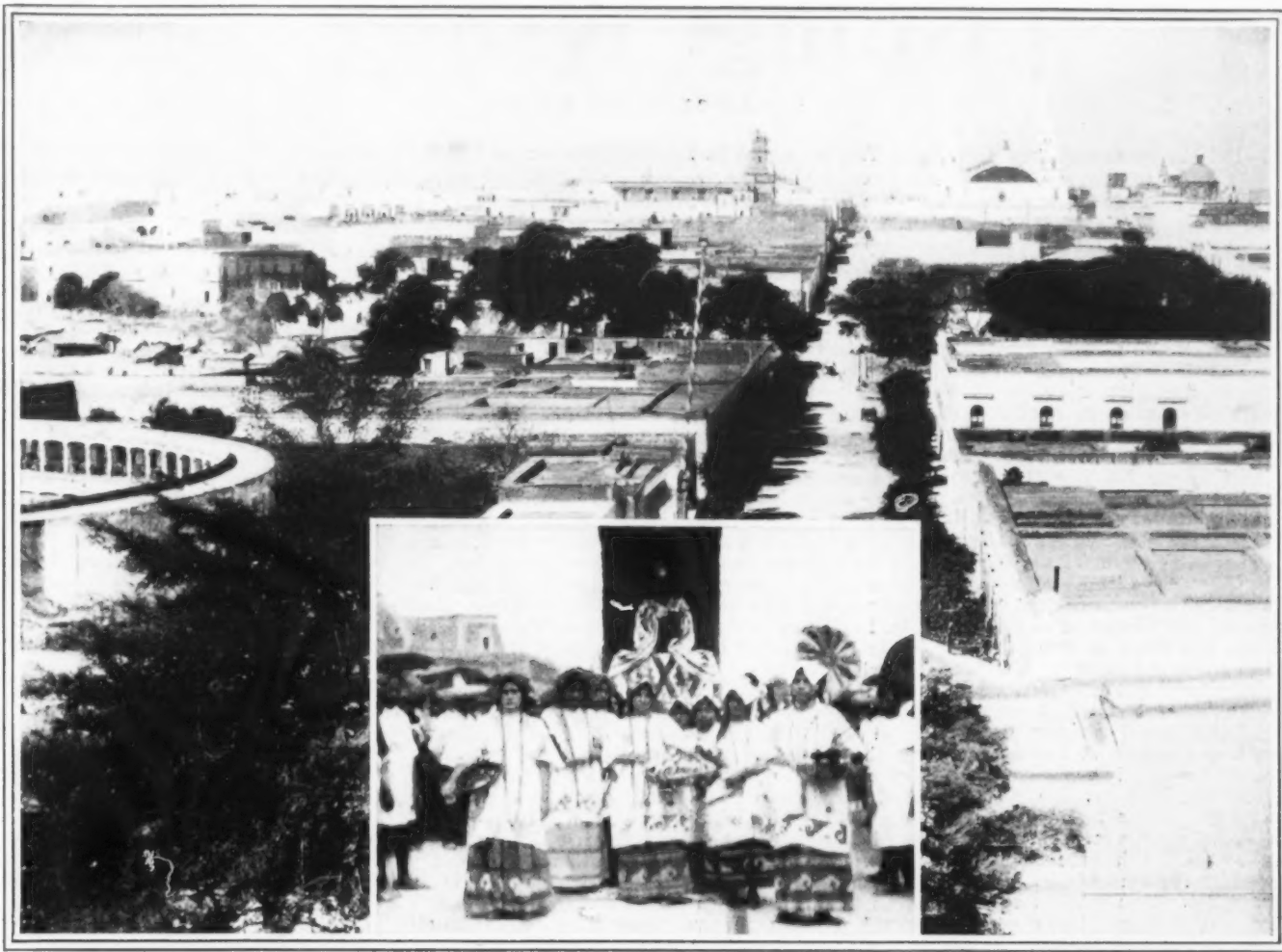
THE THRILL OF TOBOGGANING.

Merry crew spilled from a toboggan rushing at railroad speed.

NOTMAN & SON

lms

Places That Lure the Winter Vacationist



MEXICO A BALMY WINTERLAND.

Large picture—a bird's eye view of Guadalajara, one of the finest cities in Mexico and annually visited by many tourists from the North.
Insert picture—Mexican belles in fine array at a celebration in the City of Mexico, which many Americans visit.



FOR Y. M. C. A. VISITORS.

Handsome home of the Pensacola (Fla.) branch of the famous organization.



A CITY BEAUTIFUL.

Palafox Parkway and West front of San Carlos Hotel at Pensacola, Fla. The hotel was erected by popular subscription and cost with equipment half a million dollars.



QUAINT HOUSE OF WORSHIP.

Christ Church (Episcopal) at Pensacola, Fla., a picturesque edifice much admired by the visitor.



A MECCA OF AUTOMOBILISTS.

Smooth and firm shell road along the beach at Gulfport, Miss., one of the most popular winter resorts in the South.



THE SOUTH'S CHIEF CARNIVAL.

The famous Mardi Gras at New Orleans, La. Arrival in the city of the king of the carnival and his attendants.

The Girl Who Saved Herself from Going Wrong

By LESLIE OREAR

EDITOR'S NOTE.—It is believed that the White Slave Traffic was in its zenith in the United States immediately preceding and during the World's Fair at St. Louis, Mo. White Slavers, both men and women, were exceedingly active in their search for "material," and the hunt was carried on throughout the world. Girls were thrown into bondage in St. Louis, the larger part of them unable to speak English, and there they remained until sold to other cities at the close of the fair, or until they were overtaken by death. In the United States the White Slavers went about their soulless work in a surprisingly bold manner. The evidence brought out against those who were apprehended was almost unbelievable in its revolting details. It is one of those cases with which the following narrative has to do. Every important fact in the narrative is a matter of record in one of Missouri's Circuit Courts.

ONE DAY, in the spring of 1900, a man and his wife stepped off the train at the little town of S—. Their elaborate dress and the careful attention which was accorded them by the train porter exhaled an atmosphere of wealth and prosperity quite foreign to the inhabitants of the little inland town, who, according to custom, had assembled at the depot to see Number 21 go by. The couple entered the town 'bus, though the only hotel was but three blocks distant, and were driven up dusty Main Street to the hostelry, where the man, with his diamond-bedecked, pudgy hand, registered, "C. E. Purcell and wife—Chicago."

It was a matter of only two or three days before the whole town knew that Mr. Purcell was a millionaire from Chicago, who had come to S— in order that he might establish an overall factory. Mr. Purcell himself was very reticent and hesitated a long while before he finally condescended to tell the committee of business men who waited upon him that he didn't believe it would be wise just at that time to discuss his plans, but, if they really must know, he would say that he was in S— to invest a sum of money in a manufacturing enterprise.

In the meantime Mrs. Purcell was taking drives about the village in the most stylish turnout the town livery could provide. It was on one of those drives that Mrs. Purcell saw Mona. The next day, by judicious inquiry, she learned that Mona's last name was Davis and that her father was a contractor. In the evening, behind locked doors in their rooms at the hotel, Mrs. Purcell whispered to her worthy husband, and even the whispering must have made Mona's pretty white ears burn like hot coals.

The next morning, almost at noon, Mr. Purcell walked into the little office in the front part of Mr. Davis's carpenter shop. He was very anxious to have Mr. Davis make an estimate of cost for the carpenter work, or the whole contract, necessary to construct the factory building according to Mr. Purcell's plans. Mr. Purcell could not see the use of having his Chicago contractor come all the way to S—, when that work might be done as cheaply and as well by Mr. Davis. At noon, when Mr. Davis went home to his dinner, he told his wife concerning his morning visitor. And the two of them talked over the wonders of kind Providence, which had brought this man and his work across their path just at the time when the Davises were in sore need of money. Mrs. Davis, having a great desire to help her husband in all things, decided that it would be well for her to call upon Mrs. Purcell. Inasmuch as she was an acknowledged leader of society in S—, she could make things more pleasant for the strange woman, and perhaps Mrs. Purcell would have some influence with Mr. Purcell in regard to the big contract. So the formal call was made and in due season was returned. The Purcells and the Davises soon became fast friends.

Always Mrs. Purcell seemed to take particular interest in Mona, the oldest of Mrs. Davis's four daughters. At times the girl would go to the hotel upon Mrs. Purcell's invitation. Frequently they took long drives into the country. Their conversation was chiefly of Mona, her life, her wants, her hopes and her ambitions. During one of the drives it was learned that Mona had an aunt in a city of a neighboring State. Mona's parents had promised that she might visit the aunt last month, but Mr. Davis had met with such unexpected business reverses that the family finances could not stand the additional drain of the expensive trip to the city, so her first visit to any city had been abandoned. Of course, Mona was bitterly disappointed, but she understood how those things were, even though she was only seventeen years old.

At last had come the opening for which the Purcells, man and wife, had been working and waiting so patiently. Two weeks had passed since the formal call had been made, and now the Vultures were ready and able to pounce upon their unsuspecting prey. A few days later Mrs. Purcell went over to bid Mrs. Davis good-by for a week. She was going to visit her sister in Des Moines.

"Why, I have a sister who lives in Des Moines, too!" exclaimed the mother of Mona, delighted with the idea of having her new friend meet her sister.

"How perfectly lovely!" smirked the Vulture. "You must give me her address. I will be so glad to know her. Or, better still, let Mona go with me. I do so hate to go to Des Moines by myself and I know she would be delighted with the trip. She can go to your sister's when we get there and I will bring her back with me next week. You don't know how

much pleasure it would give me to have her go along as my traveling companion. She is such a charming little body."

Mrs. Davis protested. Things hadn't gone just right with Mr. Davis for some time. They had planned to let Mona make a visit with her aunt two or three months ago, but now they thought they would better retrench in their expenses. Then the Vulture explained diplomatically that she wanted to bear the expense of the trip herself. It would be small return for the pleasure Mona's company would give her. In the end Mrs. Davis consented to talk it over with her husband and if he were willing Mona should go. And Mr. Davis was willing because his wife was willing. He had always left the management of the girls to his wife.

The next day Mr. Purcell went to the county seat town, ten miles away, where he had to transact some legal business in connection with his new factory, which was now an assured project. Two days after Purcell left S—, his wife and Mona followed him. Mrs. Purcell explained that she had to stop at the county seat over night in order to sign some papers, the legality of which depended upon her signature. She told Mona that they would continue their journey early the next morning. Suspecting nothing, Mona went to the hotel with Mrs. Purcell, where the husband had already reserved two rooms, one for himself and wife and the other adjoining for Mona.

At dinner that night the conversation was mostly of Des Moines and the long journey thereto. Mr. Purcell told of the wonders of city life—the beautiful parks, the handsome homes and the great, tall buildings which were stories and stories higher than any Mona had seen in her seventeen years of life. The girl's brain was in a whirl of anticipation. She could scarcely wait for the morning to come and she was glad that Mrs. Purcell had decided to take the six o'clock train instead of a later one. When Mona went to sleep that night it was to dream of the big city.

And Mona's dreams suddenly became a nightmare. She was buried beneath a tall building which had fallen upon her. She could move neither hand. Her feet and body were paralyzed. In her sleep she struggled and screamed. Then she awoke. She felt a hand about her throat. Her wrists were bound together and a great weight was upon her body. She heard a woman's voice; Mrs. Purcell was cursing. "Be still, — you! Do you want me to choke you to death?"

The girl ceased her struggles for an instant and through the darkness she saw the woman bending over her. She felt the hot breath of Mr. Purcell upon her face and its whiskey odor sickened her. Again she started to cry aloud, but the grip of the woman's hand at her throat tightened painfully. She fought—she struggled like one possessed; and always there was that hand about her throat. Absolutely exhausted by her great and continuous exertion, Mona's strength failed her and she became as weak as a child. The unspeakable was accomplished. Then a hypodermic of morphine was used upon the girl, so that the brute and his woman might leave her safely. As an extra safeguard, Purcell locked the almost lifeless girl in her room. Early the next morning Mona was aroused by Mrs. Purcell, and upon returning to consciousness she began to sob violently. Her crying seemed to anger the woman greatly.

"You might as well cut that out, Mona. What happened to you last night is going to happen every night. Girls like you are needed in St. Louis for the fair, and we are going to take you there to-day. You'd better get used to it now, for it will be your business in the future."

Mona was a girl of good judgment. Already she had made her plan for escape, even while the woman was talking, so she made no reply nor did her sobbing cease. It was the Purcells' arrangement to leave town on an early train and to take breakfast on the dining car rather than run unnecessary risk in the hotel. They had counted on the treatment to which Mona had been subjected the previous night to so frighten the girl, to so humiliate her, to so break her that she would be comparatively easy to handle in the future.

A half an hour before six o'clock the three of them, Mona walking between the two Vultures, started to the depot. But Purcell and his wife had not counted upon the girl's nerve, her self-reliance and the moral courage which her mother's sensible training had given her; for Mona had decided to appeal to the first man she saw for help. And it was

on the way to the train that the first man appeared—a common laborer going to his day's work. Mona's brain worked rapidly. She did not know the man, had never seen him before. Would he believe her story? Would he help her if he did? Suppose Mr. Purcell was armed? Was it right to ask this man to risk his life in an attempt to save her honor, and he a stranger? As they drew closer, Mona cast a furtive glance at the man. In his face she saw honesty—the honesty bred of hard and conscientious labor. Instantly she decided. Springing from her place between the man and the woman, she caught her protector by the arm.

"Help me! For God's sake, help me!" she cried, turning upon the two Vultures. "That man is taking me to St. Louis! Oh, God, help me!"

The very unexpectedness of the girl's movement had seemingly petrified Purcell. He stammered and then laughed boisterously. The very idea of his doing such a thing! The girl was mad, stark mad. She and his wife were on their way to St. Louis, where they were going to visit friends. She had not acted strange before; it was the first intimation they had had that Mona, poor girl! was not just right mentally. They would turn back and take her to her home at once.

And if Mona's new-found friend had not been a man who had learned men and their ways by working side by side with them in a ditch, if Purcell had not stammered and laughed at first, his ruse might have been successful. Turning from Purcell, the man looked into the terrified eyes of the little girl, and there he saw nothing but fear, mortal fear, and a God-given innocence. Swiftly he laid a brawny hand upon Mr. Purcell's shoulder.

"Mad or not mad, you are going back to town with me. I believe you are a liar and worse."

Mrs. Purcell, with keen insight, saw that there was nothing for her to do but escape. She could not aid her husband in any way, and during the walk back to town she silently and swiftly disappeared. To this day she has not been heard of, though a diligent search was made for her. The stranger marched his prisoner to the county jail, followed by Mona, whose every nerve was quivering with an odd mixture of joy over her deliverance and horror of what had happened. At the jail grave charges were placed against Purcell, the prosecution of which caused the Vulture to be convicted and sentenced to ninety-nine years in the Missouri State prison. Immediately upon the arrest of Purcell, Mona was taken back to her mother in S— and the little provincial town was agog with excitement. Indignation against the Purcells ran high, and never a shadow of blame attached itself to Mona.

But Mona's case differed from scores of others just because Mona was a girl of judgment and was possessed of very high moral courage. In the majority of instances the girl who is enticed from home for the white slave traffic is seized by a great fear not only of the Vulture who might have caused her ruin, but also of the ignominy which her training leads her to believe will be her lot. She believes, too often, that her character is forever ruined. Her moral courage is overwhelmed by her terror, shame and fear, the horror of the events through which she has passed, and she fails to escape the hand of the white slaver.

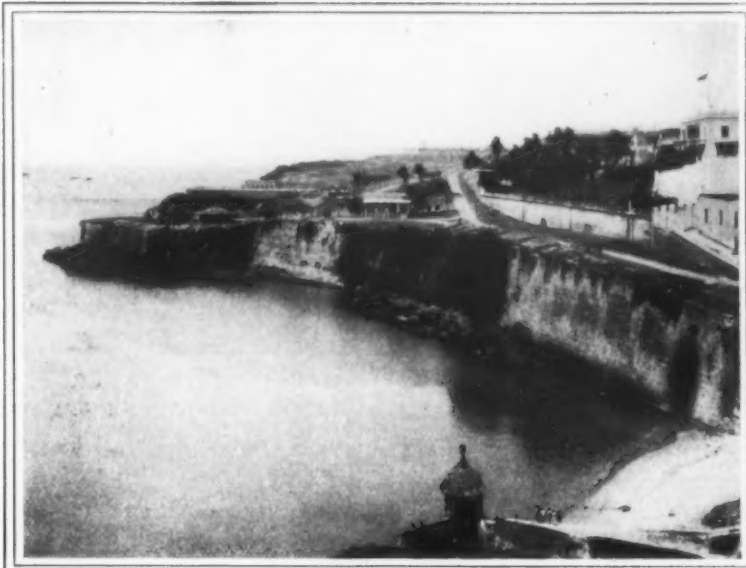
The Greatest Issue.

WAGES! Let our workingmen in this day, when the protective tariff is being assailed, bear the truth in mind. Wages of American workingmen are one hundred and thirty per cent. higher than in England, with the cost of living here only seventy per cent. higher, giving an advantage to us of sixty per cent. This is the statement made by Mr. Askwith, secretary of the Board of Trade of England, who came over here and made an exhaustive investigation of workingmen's wages and labor conditions. No wonder that the workingmen of Great Britain are up in arms against its long-established policy of free trade and are demanding a protective tariff. Let the policy of protection be made the issue at the next presidential election and there will be no doubt as to the result. The workingmen of this country will settle it as they did in McKinley's time. Their memories are not so short that they cannot recall what happened during the Cleveland administration, when the tariff-smashers had their way.

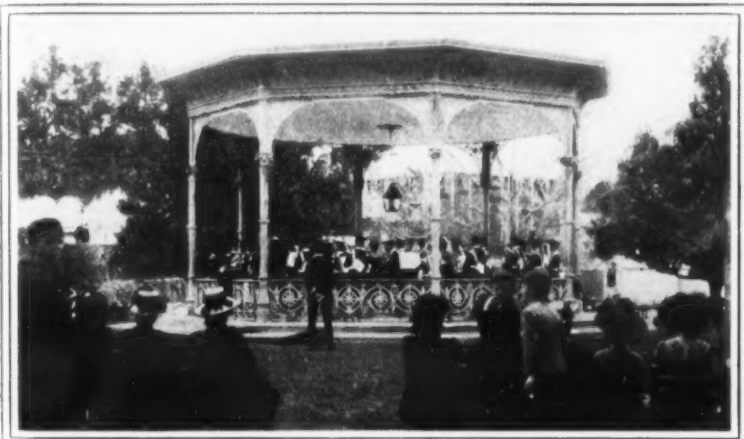
The Pleasant Islands of the Sea



AT THE ROCKBOUND GATE OF PORTO RICO.
Casa Blanca, near the entrance to San Juan Harbor, home of the commander of the Porto Rican troops.



AN IMPRESSIVE COAST SCENE.
The Bluff at San Juan, Porto Rico, with the Morro Castle seen in the distance.



MUSIC IN A GENIAL CLIME.
Visitors and natives listening to the marine band at Hamilton, Bermuda.



HAVANA'S DELIGHTFUL BREATHING SPOT.
View in Central Park, a well kept and beautiful recreation place.



CARNIVAL TIME IN CUBA.
Gay crowds in Havana enjoying to the full the city's chief annual Lenten fiesta.



AN UNSURPASSED DRIVEWAY.
The Malecon, at Havana, on a Sunday afternoon, with the Morro Castle in the background.



HAPPY DAYS UNDER THE DANISH FLAG.
Musicians playing for the benefit of a joyous crowd at St. Thomas, W. I.



BUSINESS CENTER OF A NOTED CITY.
A glimpse of King Street, in Kingston, Jamaica, looking South.

Trekking East with the Western Governors

Distinguished State Executives Tell of Their Unique Journey to the Atlantic Coast and what Good May Come of It.

By ROBERT D. HEINL, Washington Correspondent for Leslie's Weekly.

EDITOR'S NOTE:—Mr. Heinl was a guest aboard the Western Governors' Special. He was deeply impressed by the splendid reception accorded to the visiting governors everywhere. Mr. Heinl is thoroughly convinced that the notable trip will result in the greatest benefit to East and West alike.



A NOTABLE GROUP OF BRAINY EXECUTIVES.
The Western Governors' party photographed during its stay in Albany, N. Y.

Left to right, front row: Mr. Barnes, representing Governor Hay, of Washington; Mr. Brown of the Panama-Pacific Exposition; Governors Carey, of Wyoming; Norris, Montana; Eberhart, Minnesota; Oddie, Nevada; Vessey, South Dakota; Dix, New York; West, Oregon; Hawley, Idaho; Burke, North Dakota, Lieut. Governor Fitzgerald, Colorado.

NOT IN the history of this country has there ever before been anything quite like the visit of the Western Governors to the East.

It was the most splendid campaign of education ever carried out. Representing eleven of the most stalwart and progressive States in the Union, the Governors in three weeks addressed a million persons in twenty-five cities. A territory comprising the most important third of the United States, so far as population is concerned, was covered. There was an avalanche of judicious publicity for the great West. Three thousand newspapers awakened twenty-five million readers to what that marvelous section is doing. If everything which has been printed about those States in the past few weeks could be gathered together, it would amount to a printed newspaper column stretching from San Francisco to New York.

The trip was the idea of Louis W. Hill, president of the Great Northern Railroad, who donated the Governors' special, to display the actual products of the Western States before the people of the East. This was done with the aid of half a dozen extra cars. These were jammed from morning until night by hundreds of thousands of sightseers and prospective home-seekers. They saw with their own eyes what the West could raise—the finest soil products in the world. As corroborating factors of the effective word-pictures dwelt upon by the Governors, Mr. Hill had displayed, in the train and the various vaudeville houses en route, moving pictures of Western harvesting scenes.

No visitors ever received more distinguished attention than our friends from the West. They were entertained at dinner by the President of the United States. The Secretary of Agriculture greeted them at the National Press Club in Washington, and the Secretary of the Interior honored the Governors by his presence at the Land Show in St. Paul. The travelers had for their hosts the Governors of Illinois, Michigan, Ohio, New York, Maryland, Pennsylvania and Indiana. They were given the freedom and held the center of the stage in such centers of population as New York City, Chicago and Philadelphia. The leading figures in the political, financial and industrial world welcomed them to the East, including Vice-President Sherman, Speaker Clark, ex-Governor Frank S. Black, of New York; Representative Oscar W. Underwood, of Alabama; Judge E. H. Gary, George W. Perkins, John Hays Hammond, A. Barton Hepburn, president of the New York Chamber of Commerce; Newman Erb, James Speyer, Don Seitz, Samuel Untermyer, Cyrus H. K. Curtis, Melville E. Stone, Victor F. Lawson, Henry L. Stoddard, Colonel George Harvey, Frank B. Noyes and Frank A. Munsey.

One of the great objects of the trip was to check the flow of immigration from the Northwestern States into Canada. Before the members of the Western Governors' special disbanded, the most far-reaching movement ever conceived for the development of all the region lying west of the Mississippi River was started. It resulted in a permanent organization being formed by the Western Governors. But for splendid results accomplished by the trip, let the members of the party tell their own story:

LEWIS PENWELL, president of the Northwestern Development League, the working organization of the Western Governors, one of the largest ranch owners in the West: "Our visit to the East was of the greatest benefit to all concerned. Large land owners of the West now realize that the settlers are coming. The ultimate destruction of the free public domain is inevitable. The general settling of the country so enhances values that the big farm owner is finding himself benefited, notwithstanding the fact that his free range is rapidly disappearing."

GOVERNOR CAREY, of Wyoming: "I am satisfied that only good results will come out of the trip, both for the West and East. We have again impressed the fact upon our neighbors of the Atlantic

coast States that there is room for ten times our present population in the West without anybody being crowded. Then, as the country grows, there will be room for ten times the ten times population. The Western Governors' special, more than any other means, has disseminated this knowledge, has exhibited its productions, has called for energetic men and invited capital to take advantage of the great opportunities of investment such as only our West can offer."

GOVERNOR EBERHART, of Minnesota: "Our visit has been a great educational experience, profitable to the East and the West. It will have a tendency to encourage the efforts for uniformity of legislation. Our cordial reception everywhere indicates that the East is not only willing, but anxious to co-operate for the advancement and betterment of the entire nation."

LIEUTENANT-GOVERNOR FITZGERALD, of Colorado: "The East is looking for a market for its

chambers of commerce were men with Western training."

COLVIN B. BROWN, representing the Panama-Pacific Exposition to be held in San Francisco in 1915: "The Panama-Pacific Exposition received splendid publicity as a result of the trip. In New York an explanation of the objects of our great exposition was placed on the Wall Street news tickers and sent to every broker's office and to every newspaper on the Atlantic coast. Our visit will redound greatly to the benefit of both sections."

GOVERNOR ODDIE, of Nevada: "We have been trying to particularly impress upon Eastern minds the fact that our great Western States need the money, brains and energy of the East, and that we have abundant opportunities to offer home-seekers and large land investors; finally, that the Western States are throwing every safeguard possible around the land buyer and will protect the settler and investor from illegitimate speculators and promoters."

GOVERNOR WEST, of Oregon: "When told of the great resources of a State like Oregon—of its twenty-nine thousand square miles of virgin forest, of water power that measures twice that of New York, Massachusetts and Maine combined; of its great variety of grasses and vegetables and fruits, of its mines, its orchards, its live-stock industry and its delightful climate—the Easterners can hardly believe the statements true. As a result of the trip, thousands are becoming interested. I am sure the coming year will see a westward movement such as never was seen before."

GOVERNOR VESSEY, of South Dakota: "It is necessary for us in the West to get cheap money for development purposes. Western banks carry their reserves in Eastern banks at two per cent. They should be able to float their good real-estate mortgages in the East at a reasonable rate of interest to accomplish this great development, and I believe they will."

GOVERNOR NORRIS, of Montana: "Larger opportunities, richer results and more favorable conditions for making prosperous homes are to be found in the West than the East. The West needs capital and men from the East, and the East needs the food products of the West. The interests of the two sections are mutual, and co-operation between them means a better and more prosperous nation."

GOVERNOR HAWLEY, of Idaho: "Governor Harmon, of Ohio, sounded the proper note when he said that, if the Governors of the United States had met together before the war as they have during the past four years, the Civil War would have been an impossibility."

J. E. BARNES, representing Governor Hay, of Washington: "The Governors of the West have been considerably broadened and we have found on every hand a feeling of co-operation. The attention of the whole nation has been called toward the West and several thousands of columns of good publicity matter have boosted us higher than we have ever been boosted before."

FORMER GOVERNOR JAMES BRADY, of Idaho: "We took the West into the East and the educational result was mutual. The land products shown in the exhibit cars told the story, convincing the investor of the East that the possibilities of Western development are great."

FORMER GOVERNOR E. Y. SARLES, of North Dakota: "More money and a greater tide of home-seekers will pour into the West as a result of the Western Governors' tour. This means a greater West."

As former Senator Chauncey M. Depew told the Governors at the dinner given in their honor by the editor of LESLIE'S WEEKLY, at the Union League Club, in New York City, they have done their greatest work in starting people in the East to thinking more than they ever before thought about the great West. The latter will doubtless receive a distinct forward impetus as the result of the Governors' trip.



DISTINGUISHED VISITORS AT A GREAT EXPOSITION.

Interesting picture taken in the Great Northern Railway and Glacier National Park exhibit at the Northwestern Land Products Show, held recently at St. Paul, Minn., where Secretary Fisher attended the conference of Northwestern governors.

Left to right, front row: J. J. Hill, L. W. Hill, president of the Great Northern Railway; Walter L. Fisher, Secretary of the Interior; Robert D. Heinl, representing Leslie's Weekly. Back row: Louis Penwell, Northwestern Development League, Charles Griffin, and Mr. Meyer, secretary to Mr. Fisher.

great manufacturing products, the West for its food products. Each section needs that of the other. What has impressed me most on the trip is that, to accomplish a great object, you must have force commensurate with the degree of the obstruction to be removed. The sooner the West learns this lesson and combines the force that the East has used to develop itself, the better it will be off."

GOVERNOR BURKE, of North Dakota: "There is no longer a feeling that we have come East for the benefit of the West at the expense of the East, but there is a lasting impression that we have come in a spirit of co-operation for the mutual benefit and development of each. In this we have been met more than half way. The East was quick to grasp the situation that the settlement and development of the West means larger markets for the manufactured products of the East and a cheaper food supply for those who toil in the shops. It means, in the end, that every section will co-operate with every other section for the development of all the great resources peculiar to each section, for the mutual advantage and benefit of all the States and for the upbuilding of a greater America."

PRESIDENT JOHNSON, of the Denver Chamber of Commerce: "In the cities where the commercial bodies were united in one central organization, we found the greatest municipal development. We found the East adopting Western methods in its commercial life, and in many cases secretaries of the

Life's Curious Phases in Troubled China



"THIS LITTLE PIG WENT TO MARKET."
How the Chinese farmers carry their porkers to town for sale.



EACH PUT HIS FOOT IN IT.
Prisoners exposed to the public gaze in the stocks.



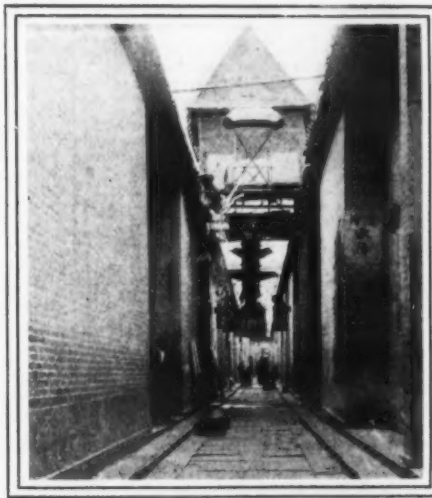
A GALLING COLLAR OF WOOD.
Offender paraded through the streets wearing a neck-board.



A JOYOUS OCCASION.
In the van of a wedding procession—coolie bearers taking a rest.



CHILDREN OF MISFORTUNE.
Wretched beggars soliciting alms at the leper village of Chek Wan.



ODD TOKEN OF GRIEF.
Peculiar erection over a house of mourning in Canton.



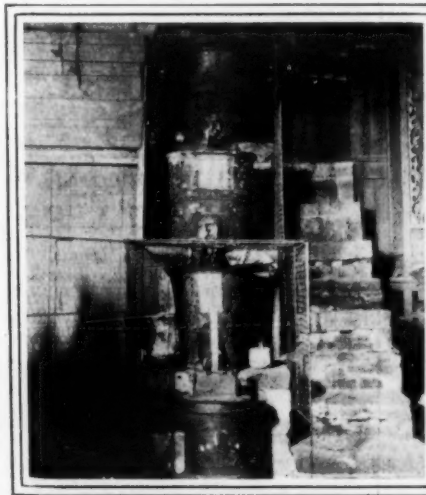
LADIES WITH LITTLE FEET.
Two Chinese young women in a park with a large-footed maid (at right).



PRETENDED SEERS.
Itinerant fortune tellers who profess to read their patrons' future.



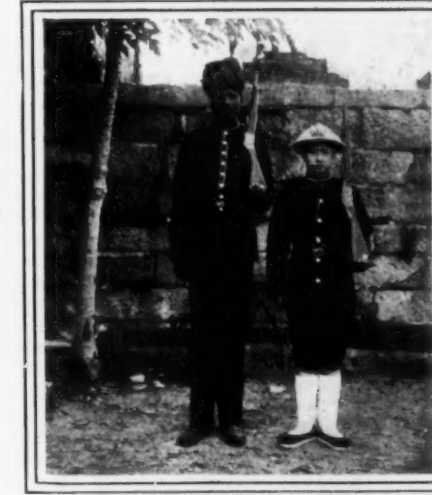
PRACTICING MEDICINE.
Chinese doctors who have set up an office in the street.



STRANGEST OF TIMEPIECES.
Water clock at Canton which has given the time for hundreds of years.



AN OUTDOOR FACTORY.
Seal and stamp workers carrying on their trade in the open air.



GUARDIANS OF THE PEACE.
Big Hindu policeman and small Chinese officer at Hong Kong.

TRADE MARK

Shir Gar

**Holds the Sox up.
Holds the Shirt down.
Does not bind the leg.**

Long or short drawers.
No bulging of shirt bosom.
Fine for full dress shirts.
Only garter endurable with varicose veins.

Styles A and B in Silk, The C, Lisle, etc. Style C, 25c.
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Down the Cost of Paint Seventy-
five Per Cent.**

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Suggestions for the Winter Vacationist

THE RAPIDLY increasing popularity of winter travel has been adequately kept pace with by the transportation lines, so that the excursionist, whether by water or by rail, may be sure that his requirements will be met to his utmost satisfaction.

For those who would spend their winter holiday in cruising, a wide variety of opportunities are offered. The Hamburg-American Steamship Company has anticipated the growth of cruising travel by organizing a tourists' department, where trips de luxe to all parts of the world may be arranged. These trips include one around the world, the steamship *Cleveland* leaving San Francisco on February 6th for this extensive journey. Then there is an annual cruise to South America, an Oriental cruise and five cruises to the West Indies.

If one wishes to enjoy a sojourn in the Mediterranean, he may leave New York on the White Star line steamer *Adriatic*, January 10th, or on the *Cedric*, January 24th, touching at Azores, Madeira, Gibraltar, Algiers, Nice, Genoa, Naples and Alexandria. The same steamer sails again from New York February 21st. The Curard steamers *Laconia* and *Caronia* leave New York January 6th and February 3d, respectively, covering practically the same itinerary.

Another interesting cruise of seventy-one days' duration will start from New York on February 8th, under the personal direction of Frank C. Clark, who has resided in Palestine for forty-five years. The following points will be visited: Madeira, Cadiz, Seville, Granada and the Alhambra, Gibraltar, Algiers, Constantinople, the Holy Land, Egypt and Italy. The cost of this trip, including shore excursions, will be \$400. The steamer *Arabic* will be chartered for this tour.

The Raymond-Whitcomb Company has planned a cruise from New York January 24th and another February 20th, these to cover all the interesting points of the East and to be of about four and three months' duration, respectively. Another specially conducted tour will leave New York City on February 3d, stopping at the following points: Madeira, Azores, Gibraltar, Naples, Egypt, Ceylon, India, Burmah, Malay, China, Japan, Hawaii and San Francisco. Return to New York may be made via any of the transcontinental lines. There will be six Cook's tours starting from New York, as follows: January 6th and January 10th, fares \$1,160 and \$1,130 respectively; January 20th and 24th, fares \$1,240 and \$1,210; February 3d, fare \$1,030; February 14th, fare \$1,210; February 20th and 21st, fares \$1,030 and \$1,040; March 2d, fare \$845.

The traveler who wishes to visit the tropical island resorts has a varied assortment of lines and routes to choose from. The two principal lines running between New York and Bermuda are the Royal Mail and the Quebec Steamship companies. Sailings on the *Bermudian*, belonging to the latter company, are on every Wednesday. On the Royal Mail the sailings are at ten-day intervals. During the season this company will put on its Bermuda service the new twin-screw cruiser *Arcadian*. The excursion rates from New York to Bermuda on the steamers of both these companies are \$10 and up.

Through the winter tours to Bermuda are run weekly by the Raymond-Whitcomb Company, as also by Thomas Cook & Son. The former company also pays special attention to the Bahamas in connection with their Florida tours. They are on the schedule of the Ward line steamers, running from New York to Nassau, fare \$25 and up. One of the AGWI tours from New York is for nine days, seven of which are spent at sea and two in Nassau, fare \$50 and up. Porto Rico is about fifteen hundred miles from New York, the time taken for the average excursion being sixteen days. It is on the itinerary of most of the West Indian tours as already described, and is reached by direct steamers on the Red D and Porto Rico lines. Weekly sailings from New York are made by each of these lines, at an average of \$40 and \$45 up. The Porto Rico line maintains a weekly service also between San Juan and New Orleans.

The Royal Mail Steam Packet Company is one of the foremost lines operat-

ing steamers from New York to the West Indies, Bermuda and South American points. It conducts special cruises, using large steamers of the most modern type, which sail from New York fortnightly. Tours to Jamaica and Colon, including hotel expenses, are from \$95 up.

A very popular cruise to the tropical resorts is via the Red Cross line, whose palatial steamer, *Stephano*, runs from New York to Nassau, Havana, Jamaica, Kingston, Colon and the Isthmus of Panama. The next sailing date is January 27th, returning February 15th. The expense of these cruises is from \$100 up, berth and meals included for the entire trip. The steamer goes to the dock, avoiding unpleasant transfer, and is your hotel while in port.

Cook's semi-annual tour to South America, occupying 105 days, at a fare of \$1,500, including all traveling expenses, leaves New York January 20th, returning May 3d. The itinerary includes Cuba, Jamaica, Panama, Peru, Chili, Argentina, Paraguay, Uruguay, Brazil and Barbadoes.

The White Star line will start from New York on January 20th and February 24th, making a thirty-one-day tour of the West Indies and Caribbean ports of South America. The *Laurentic*, a 15,000-ton triple-screw steamer, will make both trips, the fare for which will be from \$150 upward. The itinerary of the first cruise is as follows: Havana and Santiago, Cuba; Port au Prince, Haiti; Kingston, Jamaica; Panama; Cartagena, Colombia; La Guayra, Venezuela; Port of Spain and La Brea, Trinidad; Bridgetown, Barbadoes; Fort-de-France and St. Pierre, Martinique; Charlotte Amalia, St. Thomas; San Juan, Porto Rico; Nassau, Bahamas; returning to New York February 20th. The second cruise is the same, except that the stops at Santiago and Port au Prince are made on the return voyage.

One may reach Mexico in a variety of ways. By steamer from New York, first-class fare is \$67; by railway, \$67.60. From San Francisco, the round trip is \$80. Steamers go direct from New York, or else via Havana, to the chief Mexican ports, Vera Cruz and Tampico. By rail the tourist travels via San Antonio or El Paso. The very excellent system of national railways in Mexico enables the traveler to visit pretty much any section of the republic and to go as far south as the Guatemalan boundary. From the United States the Mexican National Railway is reached at three points on the Rio Grande—Laredo, Eagle Pass and El Paso.

Many and varied are the ways by which the famous winter resorts of the Southland may be reached. They are easily accessible by rail from all parts of the country and the accommodations offered the tourist are all that could be desired, both as to speed and comfort. One of the popular water routes from New York is via the Clyde line of steamers, having sailings from New York every Tuesday and Friday and Saturday for Charleston, S. C., and Jacksonville, Fla.; on Mondays and Thursdays for Brunswick, Ga., and every Friday for Wilmington, N. C., and Georgetown, S. C. The fare to Jacksonville is \$24.90, excursion \$43.30; Charleston, \$20 and \$32; Brunswick, \$22 and \$37.30; Wilmington, \$12, and Georgetown, \$15, these rates including meals and berths on steamers. By railway, direct routes are afforded by the Seaboard Air Line and Atlantic Coast Line, the fare from New York to Jacksonville being \$26.30, and by the Florida East Coast Railway, who are operating a limited train service to all the Southern winter resorts. They offer a round-trip rate to Long Key of \$79.45 and to St. Augustine of \$53.25.

The information contained in this article has been obtained from the managers of the various steamship and railway lines mentioned. While correct at this time, circumstances may necessitate alterations of schedules. Those of our readers contemplating tours or trips may easily receive fuller information by addressing the various lines, all of which have offices in New York City. It is suggested that those writing for booklets mention **LESLIE'S WEEKLY**.

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Our Island Playgrounds

By CARLETON G. GARRETSON.

PORTO RICO. To those who are contemplating a winter holiday and who are fond of the quaint and picturesque, the island of Porto Rico, with its romance of four centuries, will strongly appeal. A delightful sail of four and one-half days' duration from the port of New York brings you to the garden spot of the Antilles, with its climate like that of late spring and its wonderful tropical vegetation, its wealth of golden sky and glittering sea.

The island is essentially an agricultural country, although rich in minerals. One may traverse its beautiful roads by automobile, passing mile upon mile of picturesque groves of citrus fruits and pineapples, vast fields of sugar cane and green expanses of valley and gentle slopes covered with tobacco plants. Some of these roads will carry him by easy grades into the mountainous section, where he will be charmed with the grandeur of the view. Here and there are historic landmarks. Fort San Cristobel, erected in 1731, is within easy distance of the capital city, San Juan, a typical Spanish commonwealth, in itself well worth days of the sightseer's time. Casa Blanca, with its waving palms and traditionally white walls, overlooks the city wall. Within the city is the ancient cathedral where rest the ashes of Ponce de Leon. Everywhere is the tinge of romance and the allurements of natural beauty. It is no wonder that this delightful portion of Uncle Sam's latest acquisitions is becoming more and more of a winter playground for the American tourist.

HAVANA, CUBA. Havana has earned, by the gayety and brilliancy of its social life, the title, "Paris of the West." By easy stages American modern methods are being applied and needed reforms instituted, but it will be many years before the Spanish customs and mannerisms, with the peculiar charm and interest they have for the American tourist and pleasure-seeker, will lose any of their distinctive features. Havana and the surrounding country teem with attractions for the visitor. The hotels, modern and well equipped, are largely patronized by American and foreign pleasure-seekers, many of whom take with them their own automobiles and tour about the island.

HAWAII. What Bermuda is to the winter pleasure-seekers of the Eastern cities, the Hawaiian Islands are to the dwellers in the West. Though 2,100 miles from San Francisco, the fast palatial steamers from that port make the journey seem but a short one. These islands are of constantly increasing interest to tourists, and each year the number of American visitors is larger. The climate is warm and equable, the temperature ranging from 65 to 85 degrees Fahrenheit. Many of the old Hawaiian traditions remain in the islands; here and there is a grass house or a poi pounder working in the forest. Honolulu, the capital city, however, is very modern and its business structures and hotel accommodations are second to none. The islands teem with natural curiosities, due to their lavatic origin, and the natives, with their picturesque attire and interesting customs, add much to the enjoyment of the foreign visitor.

BERMUDA. This group of islands, on account of its easy accessibility from American Atlantic ports, is becoming more and more the Mecca for those whose winter holiday must of necessity be short. A delightful sail of two days' duration from New York brings one to this, the pleasantest winter resort imaginable. The winter temperature ranges from 65 to 80 degrees Fahrenheit. The islands are of coral formation and offer many natural attractions. The roads are unsurpassed for driving and automobiling, and wind through miles of semi-tropical vegetation of luxuriant growth. Bermuda is a British possession and the presence of his Majesty's resident army and naval officers adds greatly to the social life of the resort.

JAMAICA. The island of Jamaica, besides possessing scenery of unusual tropical beauty, a salubrious, unvarying climate and an intensely interesting native population, offers the visitor most excellent facilities and accommodations. The island possesses a large number of hotels, the result of British and American enterprise, that are sec-

ond to none. The visitor to Jamaica finds no lack of amusements. Its historical interest, its profusion of tropical vegetation, its many delightful drives and motor trips over macadamized highways, and its numerous mountain climbs all contribute toward the pleasure of a visit to its shores.

Florida's Wonderful Chain of Winter Resorts.

(Continued from page 7.)

With the completion of the Florida East Coast Railway to Key West and the construction of the Panama Canal, it is not difficult to foresee that the quickest and readiest means of transmission for freight and travel from South American ports to the north will be via Key West. Already business from Cuba is seeking this line. The traveler who leaves New York on the afternoon of one day finds himself in Key West in thirty-six hours, and in Havana, a distance of less than one hundred miles by steamer, from Key West, in five or six hours more. This is what Mr. Flagler has done. We are not surprised that the State of Florida honors him, as it should, as its foremost citizen.

The Negro Problem Solves Itself.

A PRELIMINARY bulletin by Census Director Durand shows that the white population of the United States in 1910 numbered 81,732,687 and that of the negroes 9,828,294, and that, while the whites increased 22.3 per cent. during the decade, the gain among the blacks was only 11.3 per cent. Thus the immense preponderance of the whites over the blacks is steadily expanding. While the negroes comprised 13.1 per cent. of the population of the continental United States in 1880, they had shrunk to 10.7 per cent. in 1910. It is evident that they will have dropped below the ten per cent. mark by 1920.

Part of this relative gain of the whites over the blacks, of course, is due to immigration, virtually all of which is from white countries. In increase of births over deaths, however, the whites left the blacks behind also in the decade. While the negroes are a prolific race and the birth rate among them is large, the death rate vastly exceeds that among the whites. Education may reduce the death rate among the negroes, but education will probably also reduce the birth rate, as it has done among the whites. As the latter have a vastly larger field to draw from in immigration, it is safe to say that their preponderance will keep on growing. This is particularly true of the South, in which the negroes are most numerous.

While the negroes constituted thirty-six per cent. of the South's population in 1880, they had shrunk to twenty-nine per cent. in 1910. Part of this falling off has been due to the migration of negroes from the South to the North and the West in the interval. In only two States—South Carolina and Mississippi—do the blacks now outnumber the whites, and from the proportionate growth of the latter in the past twenty or thirty years, they will outnumber the blacks in those States long before 1930 is reached. Thus the negro problem is solving itself. The old dread of a black South must now be given up. The States of that region which shut the black man out from the ballot will one day find it advisable to remove that barrier. The immense majority cast in the recent election against the anti-negro measure in Maryland, where the whites are in the ascendancy at the ratio of more than five to one, was wise.

As part of its working forces, the negro is a valuable asset to the South. He will be needed more and more there as that region's industries expand.

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THOSE visiting the Bahama Islands should remember that, since January 1st, American gold and silver coins have ceased to be current there. One experiences no difficulty on this score, however, as the local banks will readily exchange them.

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Total	108,000	\$8,316,447.67

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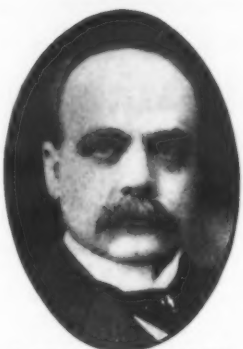
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Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

HOW QUICKLY a year passes and yet how much may happen in three hundred and sixty-five days! Just a year ago, in my foreword for the new year, I said, "The record of the past year has shown that, without activity in our factories, mines and workshops, prosperity will not open the door." We begin the new year under like conditions.

My friend, President Vanderlip, of the National City Bank, speaks in a discouraging strain of the outlook. Other eminent notable financiers agree with him. Everybody is afraid of the politicians. No one knows what Congress will do with the tariff. Every one realizes that demagogues will seek to make the Sherman law worse rather than better. When the delicate and diplomatic function of making treaties with foreign nations is assumed by mass meetings and yellow journals, what can we hope for in the shape of conservative and conserving legislation?

It is a presidential year and politicians on both sides will play for votes, regardless of the effect on prosperity. How shortsighted they are! The best card they can play is the prosperity of the American people.

But politicians are timid. They have come to believe that the muck-raker and yellow journalist represent public opinion. Hence they are eager to bust the trusts, smash the railroads, tear down the protective tariff or do anything else that the headlines of the yellow journals suggest.

Who is to blame for this condition? The business men of this country. It is their money that pays for the pages of advertising that fill the muck-raking sheets. Who else is to blame? The working masses who buy these yellow journals, read them and believe them.

Who else is at fault? The wealthy men of this country who are off playing golf while their secretaries are distributing their surplus millions among the colleges, libraries and other public institutions. If a few of these surplus millions were devoted to the proper education of the masses in our great cities by the publication of sound and sensible newspapers and magazines, the tendency to lynch, to dynamite, to bust and smash would soon abate, and the timid knock of Prosperity would be heard once more at the door.

What is the outlook for the current year? If Congress finishes its work without doing too much mischief, if the administration gets over its trust-busting hysteria, if the party platforms and candidates are acceptable to business interests, it will need only good crops to make every one feel better.

We start the year, as far as the crops are concerned, with much better prospects than we had a year ago. Then signs of wide-prevailing drought were only too evident. We have had copious

rainfalls during the fall and thus far this winter in nearly every part of the country. This is of inestimable value to the farmer. It is the general belief that we have cycles of wet and dry years, that we have passed through the dry cycle and are now emerging into a condition nearly normal. In that event we can look for much better crops this year than we had in 1911.

Another helpful element to business is found in the seasonable weather early in the fall. The brisk, cool days gave a fresh impulse to the dry goods and clothing trade and to other lines of business so largely dependent upon the weather. Few realize the advantage to business of seasonable weather. From every section we have reports that merchants have been disposing of their surplus stock and that prospects of larger orders for the mills are cheering.

Nor should it be forgotten that the railroads that have been holding off from making improvements and replenishing supplies ever since the panic in 1907 are being compelled to make heavier purchases of rails, cars and improved equipment. Some significant signs of an improvement in the iron and steel trade have been pointed out. If this continues, it will be of very favorable import.

While a presidential year is not the best for business, I recall more than one stock-market rise that came at such a time. If conservative candidates for the presidency are nominated on both sides and if the crop outlook is good, I see no reason why the stock market should not advance. If one of the two great parties should nominate a radical for President on a trust-busting, railroad-smashing program, and the other name a conservative on a moderate platform, the market should be strong, with an upward tendency. If both candidates are of the radical type and both platforms of the ultra-progressive order, I do not see how the stock market can escape a slump concurrent with a further recession in business.

After such a prolonged period of doubt, hesitation and depression, the stock market is fairly entitled to a rally. If no untoward circumstance occurs, this rally should come in early spring. If the crop outlook then is good, prices should continue to advance until toward election. Then a halt may be expected; but if no serious disturbance is foreboded by the election, the way should be prepared for a vigorous bull movement toward fall, if crops justify an advance.

This is the outlook. It does not take into consideration the fact that the strongest operators must be more inclined to take an interest in the market than they have been of late. If they decide to get under it and give the market strength, the public will begin to come in. That is all that is really necessary to impart vitality to a bull movement.

I am satisfied, by the letters I receive from various sections and from men in all ranks of life, that the people are getting over their hysterical outburst against men of wealth and the great corporations. This fact alone carries with it an assurance that we may be on the eve of better things. I sincerely hope so and that the Happy New Year we have been wishing each other will be fully realized.

(Continued on page 19.)

In answering advertisements please mention "Leslie's Weekly."

I Have a Little Money—How Can I Invest It Safely?

Every mail puts your question squarely to us. It is our business first to study your investment problem and then to select from the entire market securities best for your funds—no matter whether the amount available be \$100 or \$10,000 for investment.

To serve you intelligently your letter to us should be explicit. When you write ask for

"Investment Insurance,"

a little book that fully explains big investment problems clearly.

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The man or woman who secures the services of a genuine investment banking house has gone a long way in solving the problem of how to make satisfactory investments.

If you are not familiar with the services a bond house can render you, send for our new leaflet X 121, "What We Can Do For You."

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TURNER, TUCKER & CO.

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BOSTON NEW YORK BUFFALO

SAFETY

Safe investing requires outright ownership of the securities purchased. The

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provides a safe method of paying for New York Stock Exchange securities in fixed monthly instalments.

On that plan you own and control the securities you buy, as soon as you make your first payment.

That means protection against margin calls.

"Investment Talks" deal clearly with every feature of the plan. These "Talks" will be mailed to you on request.

Send also for Circular P. P. No. 72.

Carlisle & Company

BANKERS AND BROKERS
74 Broadway New York

We offer the unsold portion of
10,000 shares of the

Sanicula Chemical Co.

of Toledo, Ohio

At \$10.00 per share

This company are the manufacturers of the well-known "All-In-One" Dental Tablets and Toothbrush; famous among dentists and in large public demand. The product entered under Pure Food and Drugs Act—Serial No. 23,999.

As a proprietary article it ranks among the best and most profitable in its field.

Circular on request.

Subscriptions received by
HARVEY A. WILLIS & CO.
Stocks and Bonds

32 Broadway New York

How Much Did You Save in 1911?

Are you ready to
Begin the Year 1912
by
**Earning,
Saving,
Investing.**

We can assist you to Save and
Invest a portion of your **Income**
and we are ready to start **Now**.

Any Stock or Bond having a ready market can be bought through us for cash or upon any reasonable partial payment plan. As our methods include a consideration of the needs and condition of each individual investor the question at this time is:

How Much Do You Want To Save in the Year 1912?

That question answered the selection of the Security and a conclusion as to how much your initial payment will be and what additional payments you will make during the year are in order. All these points can be covered in one letter from the Investor to us and our reply. By our method there is no "advance" charge for carrying Securities only partially paid for. The income on Securities is yours from the first day. Full interest information regarding any Security or company or our advice is gladly given when desired.

The facilities of our establishment
are offered to every reader of
"Leslie's Weekly."

Slattery & Co.

Dealers in Stocks and Bonds
Est. 1908 40 Exchange Pl., New York

Jasper's Hints to Money-makers.

(Continued from page 18.)

C. Hagerstown, Md.: The Copper Handbook reports the Greenwater Central Copper Company as idle, worthless and moribund.

W. Watertown, Mass.: Laclede Gas is not in the investment class. It is a speculation and not as attractive as others on the list.

J. Chicago, Ill.: Erie com. in 1910 sold as low as 29 and in 1911 at 27. The first pref. looks like a better speculation. It will be first to receive dividends.

E. S. D. Riverhead, N. Y.: Corn Products Common is a fair speculation, though it must be borne in mind that the full dividends on the Preferred have not been paid.

P. Albany, N. Y.: 1. Wabash is in the hands of receivers. I do not advise the purchase of its shares. 2. Corn Products Common now looks better speculatively than American Can Common.

T. Brooklyn: I think well of Corn Products and American Wool Pfd. if business conditions are no more disturbed than they have been. The outlook against our industries is subsidizing.

T. Long Beach, Cal.: The reorganization of the Wabash will undoubtedly lead to an assessment on the Common. I hesitate to advise you to sell at a loss. It might be better to pay the assessment and await the outcome.

M. Canal Zone: 1. Bethlehem Steel, with a revival of the iron industry, will be a fair speculation. Wabash Common, in view of the possibilities of an assessment, is not attractive. 2. U. S. L. & H. around 16 is a better purchase by all odds.

S. Millard, Neb.: It is difficult to get information regarding loan associations in distant cities. They have no connection with Wall Street. The success of all such organizations obviously depends upon the integrity and ability of their management.

F. Cleveland, O.: The Safety Car Heating and Lighting Co. is engaged in lighting and heating cars and owns the Pintch System. It pays good dividends. It is finding a very active competitor in U. S. L. & H. which lights cars by electricity generated by the moving axles.

C. R. O. Baltimore: The company is one of a great number of small industrials in which stock has been sold for promotion purposes. Wall Street never deals in such cases. I have often suggested to my readers that they would be better off if they would buy listed stocks.

R. Albany, N. Y.: C. & O. has suffered somewhat from the recession in business, especially in the iron trade. With an improvement in the latter, now forecasted, it should do better. I do not advise its purchase, but would not sacrifice it at a loss. The low price in 1910 was 65, and in 1911 68.

D. Washington, D. C.: 1. Trust companies are not subject to governmental supervision, and have great latitude in the performance of their functions. 2. The stockholders of a national bank can be held responsible for a default. 3. A great many think that the trust company business is being overdone.

O. Philadelphia: It is not wise to put your investment funds into the shares of companies that are attempting to exploit an inventor's ideas until such commercial success has been attained that the stability of the business is assured. Better buy something listed on the stock exchange for which you can always find a market.

L. Chicago: Experienced investors usually hold their stock through thick and thin in the belief that ultimately they will escape loss. The future of Wabash is involved in doubt. If the Preferred stock should be assessed, you would receive something in return for the assessment, and ultimately might come out whole.

Hopewell, Portland, Me.: Six per cent. mortgage bonds in denominations as low as \$100 or \$500, with interest payable in January and July and secured by New York real estate, are offered by the New York Real Estate Security Co., 42 Broadway, N. Y. Write to this company for a copy of their "Circular No. 43," giving full details.

S. New York: American Ice is earning a surplus of about 4 per cent. on the stock according to the last statement. If properly managed it ought to be able to pay dividends, after its working capital has been established. A stockholders' committee, to secure representation on the board, is again talked of. Stockholders are invited to send their proxies in blank to me.

P. Emporium, Pa., and M. Pittsburgh, Pa.: I never heard of the improvement company to which you refer, and advise you not to be in a hurry to buy real estate unless you know all about it. Nobody is giving away real estate around New York or throwing in valuable lots as premiums. Plenty of undesirable property on Long Island can be had for a few dollars an acre, as it can be everywhere else.

D. Boston, Mass.: During the past year a large number of magazines have gone to the wall, the Columbia-Sterling which paid 16 per cent. dividends among them. The assets of this \$4,000,000 corporation are so small that all the stockholders get is an assessment. I do not advise the purchase of the Baseball Magazine Company stock, or any other magazine stock. The field is highly competitive and growing narrower.

Odd Lots, Seattle, Wash.: 1. I have frequently explained that "odd lots" means lots of less than 100 shares, the usual unit of trading on Wall Street. Diversify your investment and you will get a better idea of trading methods. 2. John Muir & Co., members of the New York Stock Exchange, 71 Broadway, New York, are specialists in odd lots. Write to them for their "Odd Lot Investment Circular No. 110." It will be sent you without charge.

Beginner, Atlanta, Ga.: There is no reason why you should not begin to invest with as small an amount as \$100. Good bonds are now offered in small denominations. It would be well if you would post yourself a little better on financial matters. Any of my readers can have without charge an excellent booklet entitled "Small Bonds for Investors," if they will write to Beyer & Co., 52 William Street, New York City, for a copy and mention Jasper.

L. Milton, Pa.: The Pennsylvania Railroad runs through a well-settled part of the country, has an enviable record as a dividend payer, and its shares are, therefore, regarded favorably by investors. The Northern Pacific runs through a country being rapidly developed, but where competition is increasing. Doubt has been expressed if the present rate of dividends on railroad stocks can be maintained unless restrictive legislation be made less oppressive.

Information, Altoona, Pa.: An excellent weekly financial letter with regard to Wall Street securities is prepared by Alexander & Co., members of the New York Stock Exchange, 43 Exchange Place, New York City, for their customers. Any of my readers can have a copy of this letter regularly without charge, if they will write to Alexander & Co. for it and mention Jasper. A valuable book of 240 pages comprising an interesting Wall Street manual full of useful information will also be sent without charge to those who desire to deal in securities.

Six Per Cent., Rochester, N. Y.: A six per cent. bond, tax exempt, in New York State, and secured by mortgage on a magnificent new building on Fifth Avenue, is offered by Farson, Son & Co., members of New York Stock Exchange, 21 Broad St. This firm has recommended the bond specially to its customers, because it has an equity in a Fifth Avenue building, of over five times the bond issue. Moreover, the bonds are guaranteed principal and interest by the owners. Readers interested in six per cent. investment, should write to Farson, Son & Co., for particulars.

Good Interest, Boston: 1. The guaranteed stocks of the best class yield only about 4 per cent. They are not very active and are bought largely by trustees of estates and others who are compelled to buy only self-edged securities. 2. Industrial stocks will yield from 5 1/2 per cent. to 7 per cent. Some of these have paid dividends for many years and are highly regarded by careful investors. 3. Turner, Tucker & Co., 111 Broadway, New York City, make a specialty of stocks of old-established corporations and will send a list to any of my readers who will write to them for it. 4. You can buy any number of shares from one upward.

Economical, San Francisco: 1. If you know the value of the real estate the mortgage investment will be all right. 2. The principal brokerage firms deal in bonds as well as stocks. 3. It is a mistake to believe that you cannot invest in Wall Street securities with a small amount. The best way for a beginner is to start with a small amount and increase it from his surplus earnings, meanwhile learning the safest way to invest. 4. P. W. Brooks & Co., 115 Broadway, New York City, issue an interesting leading entitled "What Can Do For You." My readers can have a copy by writing to Brooks & Co. for their booklet "X. 121."

X. Y. Z., Newark, N. J.: It might be well to await the outcome of the proposed Allis-Chalmers readjustment. With returning prosperity, it would seem as if the company would get on its feet again. 2. St. Paul is absorbing the entire net earnings of its new line to the coast. The burden is reflected in decreased net earnings. Atchafalaya looks better at present. 3. I cannot see how the rise in Steel is justified under existing conditions. There is a slight improvement in the iron market, but prices have been put on a very narrow basis. If railroads become large purchasers of material, it will be greatly to the advantage of the steel and iron companies. This is an important factor.

Widow, Albany, N. Y.: 1. You would find greater safety if you would distribute your funds among several securities rather than to put everything in one with all the risk that the market involves. 2. It might be well to have some of your money in railroad securities, some in industrial enterprises, and some in public utilities. 3. You should average 5 per cent. or better. 4. Spencer Trask & Co., investment bankers, 43 Exchange Place, New York City, have prepared a very interesting circular, "Judicious Investment," for their customers. Any of my readers can have a copy by writing to Trask & Co. for their Circular No. 54. This firm has been very successful for many years.

Happy New Year, Providence, R. I.: You have the right idea of making the New Year happy. Put your resolution into immediate practice. Don't wait to get \$100 before you begin to save. Start now. You can begin with \$10 a month. While you sleep it will be earning interest for you at four per cent. and before you know it you will have accumulated \$200, and find it safely invested for you in a first-class unquestioned security as good as a savings bank can buy. Full particulars of this interesting and easy plan to start as an investor will be found in a very carefully prepared free booklet. Any of my readers can have a copy by writing to the Title Guarantee & Trust Co., 176 Broadway, N. Y., for it and mentioning Jasper.

Mining Stock, Milwaukee: 1. Not one mining company out of a hundred fulfills its expectations. I doubt if one out of a hundred makes money. 2. Speculation in the shares of new enterprises that have commercial value is another matter. The parties who bought U. S. L. & H. at less than \$10 a share a few months ago can now get \$16 or \$17. 3. The \$10 shares of the Sanicula Chemical Co., of Toledo, manufacturers of a popular and well-advertised dental tablet and tooth brush, made under the pure food act, can be subscribed for through Harvey A. Willis & Co., dealers in stocks and bonds, 32 Broadway, N. Y. This firm recommends this stock to their customers as a good industrial speculation. Write to Willis & Co. for their circular of information.

Perfection, Camden, N. J.: I know of no perfect system of making money. Perfection is a difficult thing to find anywhere. The only way to insure an investment is by making it so carefully that you avoid every risk. The smaller the amount you have to invest, the safer you should seek to make it. Strangely enough small investors seem to be the most careless. Hence they are the prey of everyone who has gold bricks to sell in the way of oil, mining, plantation, magazine, and similar stocks. 2. You can invest \$100 just as safely as a banker invests a million. You will be interested in a little booklet called "Investment Insurance," published by George H. Burr & Co., Bankers, 41 Wall St., New York. Any of my readers can have a copy without charge by writing to Burr & Co. for it.

Margin, Chicago: 1. There are two ways of buying stocks: one by paying for them in full, having them put in your name, and holding them in your possession, and the other by paying for them in part and letting the broker hold them for you. This latter is buying them on a margin. I would not advise you to have a margin less than 40 or 50 per cent., though many trade on a 20 per cent. margin. The dividends on the stock bought on margin belong to you, and the broker will charge you interest on the money he advances. 2. You can buy any number of shares from one up, but brokers do not like to carry very small accounts on a margin. 3. Watson H. Brown & Bros., members of the New York Stock Exchange, 45 Wall Street, New York, buy stocks outright or on a margin, and will be glad to hear from any of my readers.

Good Resolutions, Jacksonville, Fla.: 1. You are to be commended for resolving during the coming year to be on the saving side. I do not advise you to plunge into speculative securities. Better put your savings into something that pays satisfactory dividends. If you want to combine speculation with investment, you can put your money with a broker and let him buy a few shares of some dividend payer on a margin, that is you pay in part for the stock and make additional payments as you can. If the stock goes up, of course you get the profit; if it declines, you can hold it until the market gets stronger. Your broker will take care of all this for

you if you have a satisfactory margin. 2. On \$200 you could buy 10 or 20 shares depending on the stock you might select. 3. The dividends on the shares ought to pay the interest charges without trouble. 4. When you pay for the stock in full, you should have it put in your name and hold it yourself. Until it is fully paid for, the broker will hold it as security for money advanced. 5. It is true that broker's clerks have sometimes made thousands of dollars on an original speculation of less than \$100. They have done this by buying stocks when the market was low, selling them when they advanced and then buying again for another advance. This can be done on a rising market, in what we call a booming time. 6. You can buy small lots through Slattery & Co., dealers in stocks

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Personally-Conducted Tours.
THE IDEAL WAY TO TRAVEL.

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February 6 and 20
and March 5
\$50 from New York

Tickets for February tours include railroad transportation, good going and returning only on Special Pullman Train between New York and Jacksonville; also Pullman accommodations and all meals while on Special Train, allowing two full weeks for independent travel in Florida. Tickets for March tour include railroad transportation, going on Special Train and returning on regular trains within three months; also Pullman accommodations and meals going on Special Train.

PINEHURST
February 9
\$35 from New York

Tickets include railroad transportation, good returning within eighteen days, Pullman berth and necessary meals going and three days' board at Hotel Carolina, Pinehurst.

**NEW ORLEANS
MARDI GRAS**
February 15
\$100 from New York

An eight-day trip by Special Pullman Train, including three days at New Orleans, for the Mardi Gras; a day at Asheville; a day at Chattanooga; and half a day at Birmingham, Ala., the Steel Center of the South. Tickets include necessary expenses.

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January 18; February 8
and 22; March 7 and 21;
April 4 and 18; and
May 9.
\$12, \$14, \$15 from New
York

Three-day trips from New York and Philadelphia to the National Capital, including railroad transportation, good for ten days, and hotel expenses for two days.

For specific rates of fare from other points and further information, apply to C. STUDDS, District Passenger Agent, 263 Fifth Avenue, New York; or D. N. Bell, Assistant General Passenger Agent, Broad Street Station, Philadelphia, Pa.

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You can transform any kerosene (coal oil) lamp or lantern into dazzling brilliancy with our wonderful **Bright-Light Burner**. 50 candle power invisible and **unbreakable Steel Mantle**. Brighter than electricity, better than gas or gasoline, and **perfectly safe**. No generating—simply light like any kerosene lamp. Nothing to get out of order. Positively will not smoke or flicker.

AGENTS WANTED EVERYWHERE. Sells like wildfire. An opportunity of a life time, work all or spare time. Experience unnecessary. Make big money—be independent. Write today. Act quick—territory going fast. Complete sample, post-paid, 30c, +4 for \$1.00. Money back if not satisfactory.

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you if you have a satisfactory margin. 2. On \$200 you could buy 10 or 20 shares depending on the stock you might select. 3. The dividends on the shares ought to pay the interest charges without trouble. 4. When you pay for the stock in full, you should have it put in your name and hold it yourself. Until it is fully paid for, the broker will hold it as security for money advanced. 5. It is true that broker's clerks have sometimes made thousands of dollars on an original speculation of less than \$100. They have done this by buying stocks when the market was low, selling them when they advanced and then buying again for another advance. This can be done on a rising market, in what we call a booming time. 6. You can buy small lots through Slattery & Co., dealers in stocks

Musical Appreciation.—"Is your boy Josh fond of music?"

"I should say so!" replied Farmer Cornstossel. "When one o' these here musical comedies comes along, Josh wants to be right up as close to the orchestra as possible."



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Where You Can Earn From \$1,000 to \$5,000 a Year and Your Expenses?

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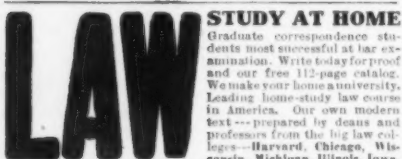
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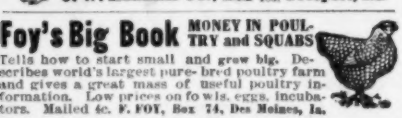
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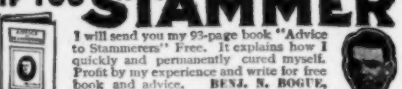
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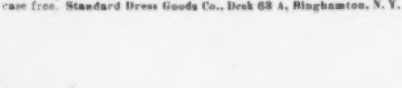
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Tells how to start small and grow big. Describes world's largest pure-bred poultry farm and gives a great mass of useful poultry information. Low prices on fowls, eggs, incubators. Mailed 4c. F. FOY, Box 74, Des Moines, Ia.



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120 pages plain, practical facts, 160 beautiful half tones. Tells how you can succeed with poultry. Tells about big poultry farm. 45 pure-bred varieties. Lowest prices. Fowls, eggs, incubators, etc., sent for 1 cent. BERRY'S POULTRY FARM, Box 54, Clarinda, Ia.



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People Talked About

IN REAPPOINTING Edward M. Morgan to be postmaster at New York for the next four years, the President has pleased every resident of New York City. No postmaster that the metropolis has ever had has been more efficient or personally more popular with the public and with his subordinates. The reappointment, if a signal honor, is a deserved recognition of the fine qualities of Mr. Morgan. The New York City post-office heads the list of American post-offices in the amount of business done and in the profit yielded to the government. It employs four thousand men, and these are kept in a state of perfect discipline and efficiency by Mr. Morgan. Mr. Morgan has been a government employee since 1873, when he became a letter carrier in New York. He is the only postmaster of New York who rose from the very bottom of the ladder.



EDWARD M. MORGAN.

The efficient postmaster at New York, who has been reappointed by President Taft.

Mr. Morgan has been a government employee since 1873, when he became a letter carrier in New York. He is the only postmaster of New York who rose from the very bottom of the ladder.

THE PRESIDENTIAL campaign of 1912 had a virtual and, for the Republicans, an auspicious beginning at the recent harmonious meeting of the Republican National Committee in Washington. One of the significant and pleasing features of the session was the selection of Harry S. New, of Indiana, as chairman of the committee on

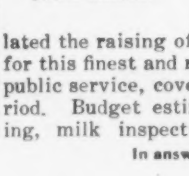


THREE PROMINENT REPUBLICAN LEADERS.

Colonel Harry S. New (center), of Indiana, newly appointed chairman of the Committee on Arrangements for the Republican National Convention; Charles F. Brooker (at left), of Connecticut, chairman of the Rules Committee of the National Committee, and former Governor Franklin Murphy, of New Jersey.

arrangements for the Republican national convention, to be held in Chicago. It will be his committee's duty, among other things, to select the temporary officers of the convention. Mr. New is a man of strong and agreeable personality and of undoubted ability. He was himself the chairman of the national committee in 1907 and was credited with efficient work in that position. For many years he was the publisher of the Indianapolis Journal. He is shown in the picture with two other prominent Republican state leaders.

IN ADDITION to disclosing rare business ability since the death of her husband, Mrs. E. H. Harriman has initiated a new school for the study of public business. Following up the interest taken by her husband in municipal research as a means of increasing governmental efficiency, Mrs. Harriman sensed the need of a training school for public service, preparing men to do, in all cities, the kind of work being done by the New York Bureau of Municipal Research and doing it more thoroughly. By contributing \$80,000, she has stimulated the raising of a fund of \$200,000 for this finest and most practical sort of public service, covering a five-year period. Budget estimates, charter studying, milk inspection, examination of



MRS. E. H. HARRIMAN.

Who has initiated a new school for the study of public business.

school children, study of school and health problems, methods of assessing and collecting taxes are a few subjects which will be investigated and taught.

THE POPULAR Scotch comedian,

Harry Lauder, who has met with great success on the stage in the United States, has developed an intense fondness for America and would now rather pursue his career as an actor in this country than anywhere else. Only previous contracts from which he could not get a release constrained his recent return to the boards on the other side of the water. While Mr. Lauder, of course, likes Americans for themselves, he is not wholly uninfluenced in his desire to remain with us by the proverbial Scotch thrift. In England, where he had to go to fulfill a long-standing engagement, he received only \$500 a week, whereas on the American stage he reaped \$2,750 a week. So rich for him is the American field that he has paid \$15,000 to dissolve a contract for an engagement in England in 1912. He doesn't like English management as well as American. Some of the British managers, he declares, have made fortunes out of him, and yet do not recognize him on the street.



HARRY LAUDER.

The Scotch comedian, who prefers a generous salary in America to a limited one in England.

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"IN CHATEAU LAND," by Ann Hollingworth Wharton, describes the author's visits, in Italy, Switzerland and France, to beautiful and historic buildings. Of these she gives readable descriptions, and she narrates stories connected with them. Twenty-five illustrations, good print and fine binding make the volume pleasing to the eye. Philadelphia: J. B. Lippincott Company. Price, \$2, net.

A heroic and romantic figure in American life is portrayed in "Davy Crockett-Scout," by Charles Fletcher Allen, illustrated by Frank McKernan. This is a well-compiled and readable sketch of the great scout, soldier, hunter, congressman and defender of the Alamo. The story of his life never will cease to charm the boys (young or old) of this country. Philadelphia: J. B. Lippincott. Price, \$1.50, net.

Close upon the celebration of his fiftieth anniversary as a priest and his silver jubilee as a cardinal of the Roman

Catholic Church, an interesting biography of James Gibbons, ecclesiastic and good citizen, has been issued. The biography is the work of Allen S. Will, and is a remarkable chronicle not only of the life and doings of the cardinal, but also of the church in America during the years in which his influence has been felt so strongly. All of the movements within the denomination during that time are interestingly discussed, and the opinions of the cardinal, as expressed in his comments at the time each was at its height, are given in full. The opinions of the Vatican on American subjects also are reproduced, making the work of far more value than an ordinary biography. "The Life of Cardinal Gibbons," John Murphy Company, Baltimore, Md.

"American Addresses," by Joseph H. Choate, is a notable contribution to current literature. The subjects of Mr. Choate's essays are treated with a dignified simplicity of style and in a vein of quiet humor which denote the man of letters and polished speaker. A few of the more interesting titles are "Admiral Farragut," "The Tweed Ring," "The Hasty Pudding Club," "Trial by Jury" and "Florence Nightingale." New York: The Century Company. Price, \$2, net.

Speechmaking is an art. A speech, to be effective, must be not only well delivered, but also carefully constructed. Edwin Gordon Lawrence, in "Speech-making," shows how speeches must be built and delivered. To illustrate the various rules he lays down, speeches by famous orators are given and analyzed by the author. New York: The A. S. Barnes Company. Price, \$1.25, net.

"The Haunted Photograph" and three other stories make up a new book by Ruth McEnery Stuart. The stories are really character studies and are very quaint, quietly humorous and delightfully penned. New York: The Century Company. Price, \$1, net.

The period of the French Revolution has been the theme of a multitude of novelists, and therefore the reading public is more or less surfeited with stories of the overthrow of the French monarchy. However, Mary Openshaw's

latest book, "The Loser Pays," will doubtless be read with pleasure by those who are fond of light romance, as the story is rather well written. Boston: Small, Maynard & Co. Price, \$1.25, net.

The story of French painting has been admirably written by Charles H. Caffin, in his recent book of that name. The author depicts the development of French art in a series of scholarly and interesting essays, which are illustrated by reprints of paintings of the different schools from which has been evolved modern French art. New York: The Century Company. Price, \$1.20, net.

The day is approaching when the vast populations of the East will assert their claim to meet on terms of equality the nations of the West, when their mental outlook and their social aims will be identical in principle and when all men shall in very fact regard one another as men and brothers. The first Universal Peace Congress, held in London last summer, marked a mighty stride forward. The deliberations of that body, made up of the world's greatest minds, have been placed in book form under the supervision of G. Spiller, of London, organizer and general secretary of the congress. This 485-page volume, known as "Inter-racial Problems" and published by P. S. King & Son, of London, is invaluable to those interested in the problems of race equality and universal peace.

Life-insurance Suggestions.

[NOTICE.-This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.

THE IMPORTANCE of the old-line life-insurance companies as public institutions can hardly be overestimated. Their operations afford to those engaged in them splendid opportunities to contribute to the welfare of humanity. The far-reaching campaign waged by them against tuberculosis, in connection with which they have sent

out tons of carefully prepared literature and have even employed trained nurses to go about among the poor and ignorant classes and teach them sanitary methods, has been productive of much good. The life-insurance companies of to-day are coming more and more to be considered as beneficent institutions. They are fulfilling an important moral obligation, for by few other instrumentalities is the great brotherhood of man more largely blessed than through the medium of life insurance.

V., Cleveland: The Connecticut Mutual Life is one of the best old New England companies.

R., Frankfurt, Ohio: The twenty-year endowment plan is excellent for one who seeks to provide for himself as well as for his dependents.

K., Denver: The Postal Life took over the business of the Provident Savings with the consent of our State Insurance Department. It seemed to be the best thing for the Provident. The Postal is moving on progressive lines. Its plan of abolishing agents' commissions is experimental.

R., Toledo, O.: It is impossible to say how or what the Bankers' Life Association will do with its old members when it changes into an old-line company. The old members will probably be left in the assessment class. They have a right to organize for mutual protection, if they desire.

K., Jacajo, Cuba: 1. The Postal Life is trying an experiment in doing away with the expense of agents. 2. The Travelers, Hartford, Conn., writes one of the best accident policies. If you will send your address to the Travelers Insurance Co., Hartford, Conn., one of the strongest of the accident companies, and write for particulars in regard to accident insurance, and mention Hermit, it will be glad to give it to you.

O., Newport, Conn.: 1. The Pacific Mutual of California stands well. 2. Your conclusion regarding the assessment order is justified. I do not see how its obligations can be carried out on the basis you set down. 3. I think very highly of the Travelers Life, of Hartford, Conn. Write to the president of that company, stating your husband's age, and ask for the price of their low-cost policy. You can mention the Hermit.

B., Ontario, Col.-The Woodmen of the World is a fraternal, assessment association. For reasons frequently given, I do not recommend assessment insurance. If you want the social benefits of a fraternal society, that is all right. If you want life insurance, you ought to know at the outset what it will cost you. In an assessment company, the cost depends upon the number of deaths. It, therefore, grows heavier as you grow older. In an old line company, the cost grows lighter as you grow older. It ought not to be difficult to make a choice.

H., Long Beach, Cal.: You speak of your experience with the old-line companies, including the Connecticut Mutual. I had a policy with the latter, paid up years ago. It now costs me nothing and gives me a regular annual dividend. Would any assessment association do this? You have not had your full experience with the assessment order. It will come later when it is more difficult to secure more business and when the burden of losses by deaths will have to be borne by remaining members. I had an experience with an Assessment Association. It went into bankruptcy. The old-line principle is the safest and most satisfactory in the end. If it costs more, it gives more. I do not deny that for those who seek social advantages and temporary benefits at low cost the fraternal offer inducements.

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Girls Manage a Town's Railway Affairs

By MRS. C. R. MILLER

WOMEN agents on railway systems are few—in fact, they might be counted on one hand—and for this reason the Snider sisters, of Orient, O., occupy a unique place in

Miss Myrta Snider, the older sister, was the first to enter the railway service, when she became the agent of the Baltimore and Ohio Southwestern at Orient. Her businesslike methods and her knowledge of railroading, coupled with her delightful personality, soon made her a favorite with the people of the town. Merchants and farmers who have business dealings with Miss Snider declare that she knows as much about railroading as any man and that she is far more agreeable and prompt in answering questions than some of the male



MISS MAY SNIDER,

Ohio Electric railway agent, standing in front of the station of which she has charge.

American railway history. Orient is a town of some importance in the railroad world, for it is the intersecting point of two big systems; yet there is not a railway man in the town, and the interests of both roads are looked after by Misses Myrta and May Snider, who are regularly appointed agents. The town is situated on the main line of the Baltimore and Ohio Southwestern, between Cincinnati and Columbus, where, just north of the shallow Scioto River, the trunk-line tracks cross those of the Ohio Electric Railway system.



MISS MYRTA SNIDER,

Baltimore and Ohio railroad agent, hanging a mail bag on the hook for the flyer.

agents of other places. The young woman seems to be a "railroader" in every sense. When the local freight pulls in, Miss Snider is on the platform superintending the unloading of freight; and when this train is out of sight, she may be seen running down the track with the mail bag, which she hangs on

the hook for the "flyer" to snatch as it rushes past. About a year after Miss Myrta Snider's appointment, her sister, Miss May, became the agent of the Ohio Electric lines—a position which she has filled to the entire satisfaction of both the community and trolley-car officials. Both the sisters are young, attractive and well educated.

Numerous trains arrive and depart on both lines at Orient at all hours of the day, and to meet the needs of the patrons requires diplomacy, patience and cheerfulness—virtues which these two young women seem to possess. Railroading is a family heritage to them. Their father, Alfred H. Snider, entered the railway service when a boy and finally became the general freight agent of a narrow-gauge road, which was later absorbed by the Baltimore and Ohio. Mr. Snider remained in the service, with headquarters at Marietta, O. He was a picturesque type of the railroad man of bygone days. It was but natural that his daughters should become familiar with railway subjects. The girls chose railroading because of their natural fondness for it.

Recent Deaths of Noted Persons.

JOHN BIGELOW, lawyer, author and diplomat, who has contributed much that is of lasting value to the history and literature of three generations, died in New York, on December 19th, in his ninety-fourth year. Mr. Bigelow gave seventy-three years of his life to the service of the law. For some time he was identified with William Cullen Bryant, then editor of the New York Evening Post, and was a regular contributor to that paper. He was later appointed minister to France and subsequently held the office of secretary

of state under Governor Samuel J. Tilden, of New York.

Rose Eytinge, at one time ranked among the foremost actresses of this country, died in poverty in an actresses' home in Amityville, Long Island, on December 9th, at the age of seventy-six. She first came into prominence in 1862, when she was seen with Edwin Booth in "A Fool's Revenge." She scored brilliantly in her later years as *Mother Rosenbaum*, in "The Great Diamond Robbery."

Dr. Joseph E. Janvrin, a renowned specialist and authority on gynecology, died in New York, on December 21st, 1911, in his seventy-second year. Dr. Janvrin stood high in medical circles, having held for some time the presidency of the American Gynecological Society. He served through the Civil War as a surgeon of the Fifteenth New Hampshire Regiment.

Emelio Estrada, President of the republic of Ecuador, died at the age of sixty-five, in Guayaquil, on December 21st.

Margaret Horton Potter, a novelist and author of a number of novels based on the social life of Chicago, died in that city on December 22d. She was thirty years of age.

Work for the Churches.

WHAT has been styled "the biggest piece of interdenominationalism ever worked out" has been inaugurated by the Social Service Commission of the Federal Council of the Churches of Christ in America. The Federal Council is a body representing the thirty-four leading evangelical denominations of America, and the ringing resolutions on "The Church and Modern Industry," adopted at the Philadelphia council in 1908, gave to the commission the incentive for its elaborate program.

In the midst of the social awakening of modern times, the Christian Church has had to bear the criticism of not being vitally associated with the great social and moral reforms of our day. Individual churches here and there have taken their stand on such questions, but the church as a whole has never presented a united front or spoken with a

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unanimity which could not pass unheeded. The Social Service Commission, which is the agent of thirty-four denominations and thirty million church members, has under the guidance of its new secretary—Charles S. Macfarland—mapped out a comprehensive plan of practical service. It is now up to these thirty-four denominations to make use of the most thoroughgoing program of social work ever presented to them.

The church may remain silent, but these movements are going on and nothing can stop them. The important question is whether or not the church shall be the guiding factor. Among the questions to be settled are child and woman labor, occupational diseases, housing conditions, one-day-in-seven for industrial workers and similar issues upon which the church cannot afford to keep silence. Another feature of the work will be friendly conferences with labor representatives and with business men. The two elements will be brought together in friendly conference and the challenge to both will be to unite with the church in the effort to interpret their problems and solve them in the light of the teachings of Jesus Christ.

The church at large will make a tremendous mistake if it does not accept the plan offered it for united social service.

TIED DOWN

20 Years' Slavery—How She Got Freedom

A dyspepsia veteran who writes from one of England's charming rural homes to tell how she won victory in her 20 years' fight, naturally exults in her triumph over the tea and coffee habit:

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"I had suffered for 20 years from dyspepsia, and the giddiness that usually accompanies that painful ailment, and which frequently prostrated me. I never drank much coffee, and cocoa and even milk did not agree with my impaired digestion; so I used tea, exclusively, till about a year ago, when I found in a package of Grape-Nuts the little book, 'The Road to Wellville.'"

"After a careful reading of the booklet I was curious to try Postum and sent for a package. I enjoyed it from the first, and at once gave up tea in its favor."

"I began to feel better very soon. My giddiness left me after the first few days' use of Postum, and my stomach became stronger so rapidly that it was not long till I was able (as I still am) to take milk and many other articles of food of which I was formerly compelled to deny myself. I have proved the truth of your statement that Postum 'makes good, red blood.'"

"I have become very enthusiastic over the merits of my new table beverage, and during the past few months have conducted a Postum propaganda among my neighbors which has brought benefit to many, and I shall continue to tell my friends of the 'better way' in which I rejoice." Name given by Postum Co., Battle Creek, Mich.

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John D. Archbold, President Standard Oil Company.

THE OUTCRY against corporations does not come from the great, busy, industrial classes, but from impracticable sentimentalists, yellow journals and political demagogues—from the latter perhaps more than any other. It is a veritable attack upon thrift and prosperity. To listen to their voice to the extent of imposing restrictive legislation would mean a frightful step backward in the commercial development of our country. The next great and, to my mind, inevitable step of progress in the direction of our commercial development lies in the direction of national or Federal corporations. If such corporations should be made possible, under such fair restriction and provisions as should rightfully attach to them, any branch of business could be freely entered upon by all comers and the talk of monopoly would be forever done away with. Our present system of State corporations, almost as varied in their provisions as the number of States, is vexatious alike to the business community and to the authorities of the various States. Such Federal action need not take away from these States their right to taxation or police regula-

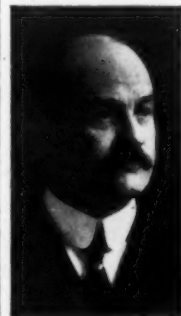
JOHN D. ARCHBOLD.
The new president of
the Standard Oil Com-
pany.

tion, but would make it possible for business organizations to know the general terms on which they could conduct their business in the country at large. Lack of uniformity in the laws of the various States, as affecting business corporations, is one of the most vexatious features attending the business life of any great corporation under present conditions.

OUR INDUSTRIAL CIVIL WAR.

President Butler, of Columbia University.

WE ARE in the midst of industrial civil war. And, like all other war, the chief loss, the chief burden, the chief suffering falls upon those who are non-combatants. The government is at war with the economic forces of the body politic. The adaptability of our institutions and of our national common sense has come to the test in this situation, complete reversal as it is of that of fifteen years ago. The appearance of utterly new, utterly unexpected economic conditions has brought to us problems whose solution must try us to the uttermost. The coming political conventions will ring with half-baked schemes for curing the ills that are supposed to beset us. Men's passions have been stirred until they attack whatever they do not like. Has the time not come when honest business

DR. N. M. BUTLER.
President of Columbia
University.

men may demand that an eye be kept for their honest protection and not toward their destruction?

HOW TO WIN!

Congressman Underwood, of Alabama.

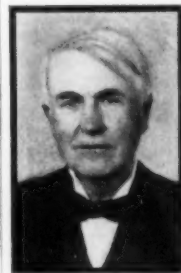
LET ALL good, law-abiding men reason together so that we shall have a tariff so reformed that it shall be reasonably adapted to the needs and to the rights of the whole people, and our laws so framed as the result of observation and experience that industry may thrive without menace to the public welfare. Let us have a government of laws and not of men. Let us not in any flippant manner or in any attempt to gain personal applause, but seriously and deliberately insist that obedience of the law as it is shall be demanded and enforced, and let there be no needless agitation as to new laws until the need and the remedy are both apparent. Let us stand unalterably pledged to this course, and then we may be sure that we shall solve this industrial problem in the end, and the end will not be far off. To do it, however, in the fullest measure and in the shortest time, we must forget that we are Democrats or Republicans and remember only that for this purpose we are American citizens.

OSCAR W. UNDERWOOD.
Chairman Ways and
Means Committee, Na-
tional House of Repre-
sentatives.

EDISON'S PLAIN TALK.

Thomas A. Edison, the Inventor.

IT WOULD be a simple matter to pass legislation that would forever settle the trust question to the satisfaction of the people and the interests. The only obstacle is the class of men on whom this duty devolves. They are not equal to their duties. They are speechifying politicians. If they were men who knew the technique of business, the inner workings of commercial life, we might expect some results from their laborious efforts. In fifty years from now I hope that we will have evolved a class of men who are capable of grasping the great tangled mass of basic principles upon which our industrial life is founded. Until this class of men appears on the national horizon, I expect little real progress. In the meantime, what will we have? We will have just what we have had in the past—a disturbed commerce, bearing burdens which are the outgrowth of uncertainty and ignorance. We will have panics and financial eruptions from time to time with regularity. Laboring men and mechanics will be thrown out of employment, just as they have in the past, and a few men will continue to gather together the profits that always accrue from such untoward uprisings, of which there have been so many in the financial world.

THOMAS A. EDISON.
The world famous
inventor.

Advertising of Advertising

Advertising is a tremendous influence, growing by leaps and bounds.

Is it a menace or a help?

Leslie's Weekly and Judge are going to give you inside facts which will enable you to decide for yourself. Advertising of advertising is to appear in both publications every week for months to come. The first instalment will appear in the next issue, among the other advertisements.

You are constantly under the influence of advertising. You may not be conscious of this influence; you may buy goods regardless of it, but, nevertheless, it affects every relation in your life.

For the advertising which so influences you, enough is spent each year to wipe out the national debt, several times over. We find many of our friends giving the best years of their lives to the furtherance of advertising, and yet we hear it

decried. We are told that it increases the cost of living, that it is robbing us of the good old times. Congress has been aroused to an investigation. The Post Office threatens to increase the postage of magazines because they carry such a mass of advertising.

Is advertising a menace or a help? The advertising of advertising in Leslie's Weekly and Judge will open up this question for discussion.

Points Offered for Your Consideration in the Advertising of Advertising by Leslie's Weekly and Judge.

- | | |
|---|--|
| Does Advertising Increase the Cost of Living? | In the Mission of Labor Saving. |
| Who Pays for Advertising? | The Optimism of Advertising. |
| "The Good Old Days." | Habit as a Factor in Advertising. |
| The Confusion of Goods. | The Constant Reminder. |
| "The Living Age." | The Spur to Improvement. |
| The Dependable Guide. | Getting the Weight You Pay For. |
| "Seeing is Believing." | The Era of Package Goods. |
| The Face You Don't Forget. | The Influence of Advertising Upon Salespeople. |
| Building Without Wax. | The Advertiser's Consideration for You. |
| Frankness in Advertising. | Service That Follows Advertising. |
| Supplying a Lack. | Advertising's Influence on Employment. |
| Rivaling Nature. | The Vast Whispering Gallery. |
| How do You Judge a Piece of Cloth? | The Man Who Doesn't Read Advertising. |
| A Jealous Little Worker. | The Price of Success in Advertising. |
| A Dealer's Assurance. | |
| The Sterling Mark. | |
| The Tell Tale Trade-mark. | |
| The Friendly Trade-mark. | |
| Origin of Some Famous Trade-marks. | |
| Out of Provincialism. | |

We shall discuss these and other points on what advertising is, and what it does for you, long enough and thoroughly enough to give you settled convictions and enable you to know why you should insist on getting or avoiding advertised goods.

Advertising is a good force, its usefulness can be increased by a greater reliance upon it, and those publications who serve their advertisers best will always be those which serve their readers best. We shall frequently mention names, reproduce advertisements, and trade-marks, and give illustrations and incidents from actual experiences, chiefly to show that the talks are based on facts, not theories; and while individual concerns mentioned will, no doubt, benefit, this is only part of the compensation which should come to them for having superior commodities and methods.

Advertisers and advertising agents are invited to contribute data for talks of the nature outlined, regardless of whether they advertise in Leslie's Weekly and Judge, or not.

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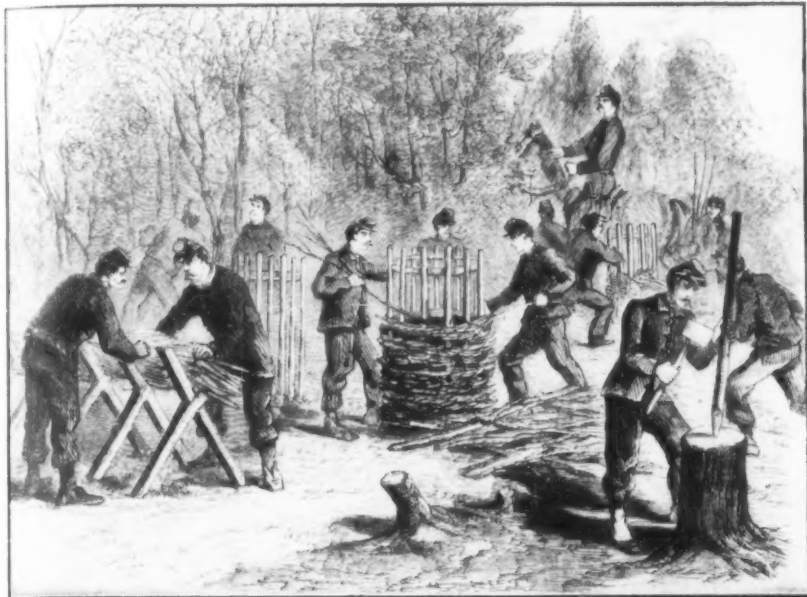
Following the Civil War Trails

Pictures and Happenings of Half a Century Ago, Taken from Leslie's Weekly of January 4, 1862

Copyright, Leslie-Judge Co.



EDITOR'S NOTE:—Leslie's does not pretend the story of the Civil War it is republishing after a lapse of half a century is accurate in the light of to-day. It merely is giving its readers the benefit of its files and retelling the story of the war as it was recorded over fifty years ago, during the progress of the great conflict. Doubtless many errors crept in. Newspapers to-day, with all their superior advantages in news gathering, make mistakes. Our Southern readers must remember that Leslie's during the Civil War was strong in its support of the Union cause, and its reports of the news disclose this. In republishing the story of the war, there is no intention to give offense. This is a united country, and North and South stand together in allegiance to one flag. Those who wore the gray fought for a cause they believed was right and to-day are honored with the wearers of the blue. Leslie's is reprinting the account of the notable battles as it finds them in its wartime files. Our readers should remember this.



Captain Muller's battery company of the 77th Pennsylvania Regiment making fascines and gabions for breastworks.

From a sketch by our special artist attached to the National Army in Kentucky.



Skirmish near Beaufort, S. C., between Confederate cavalry and the United States pickets, December 5.

From a sketch by our special artist with General Sherman's command.

The Narrative of Events on Land and Sea.

From Leslie's Weekly of January 4, 1862.

News from the "Stone" Fleet. The New Bedford Standard says: "A letter has been received at this office dated on board flag-ship *Garland*, Port Royal Roads, December 11th, from which we gather the following items of news: "The *Garland* arrived off Savannah on the 9th, and at Port Royal on the 10th, all well. The last of the fleet arrived on the 11th. The fleet had a very rough passage, several of the vessels arrived crippled and leaky; but the 'old crazy, rotten *Garland*' arrived with her main royal yard aloft, and all right. The bark *South America* was deposited at Savannah, together with one New York and one Sag Harbor ship. A letter from Capt. Willis, of the *Rebecca Sims*, states that 14,000 soldiers are stationed at one island; 4,000 on another, and 4,000 at Beaufort, and so they are distributed along the coast in that neighborhood.

Occupation of Beaufort, S. C. Beaufort was occupied on Friday, December 6. The 50th Pennsylvania Volunteers of General Stevens's brigade landed in the town during the afternoon; pickets were thrown out, and the island formally occupied. General Stevens and staff accompanied the first regiment, and settled quietly down in a splendid mansion on the upper end of the main street, which they have selected as headquarters. It was the late residence of the Rev. Mr. Smith, who lived in elegant style.

On Saturday, December 7th, the entire brigade of General Stevens were landed at Beaufort, and a light battery, in charge of Lieut. Ransom, of Hamilton's battery. The men were obliged to bivouac in the streets, in the open air, for the night, as General Stevens had expressly forbidden the officers allowing soldiers to quarter in houses. The positions occupied at Beaufort are much healthier and more desirable in every point of view than those on Hilton Head of Bay Point. Both of the latter points are decidedly unhealthy. Even at the present time, probably the most healthy season of the year, a good deal of sickness prevails among the soldiers, and with the spring and summer months must come those terrible fevers that decimate troops and fill graveyards with the dead.

Union Victory on the Potomac. A brisk conflict took place, December 20th, on the lines in front of Washington. Gen. McCall's brigade went out in the morning on a foraging expedition toward Drainsville. His advance force, commanded by Gen. Ord, consisted of 4 regiments of infantry, a regiment of Pennsylvania rifles and Easton's battery near Drainsville. A fire was opened upon them by Confederates, numbering four regiments of infantry and one of cavalry, who were concealed in the bushes. The fire was returned from our rifles and the battery, and after an hour's fighting the Confederates fled toward Fairfax Court House, with a loss of 150 killed and wounded, together with two caissons of ammunition and a quantity of clothing and stores. Among the Confederate killed was Col. Tom Taylor, of

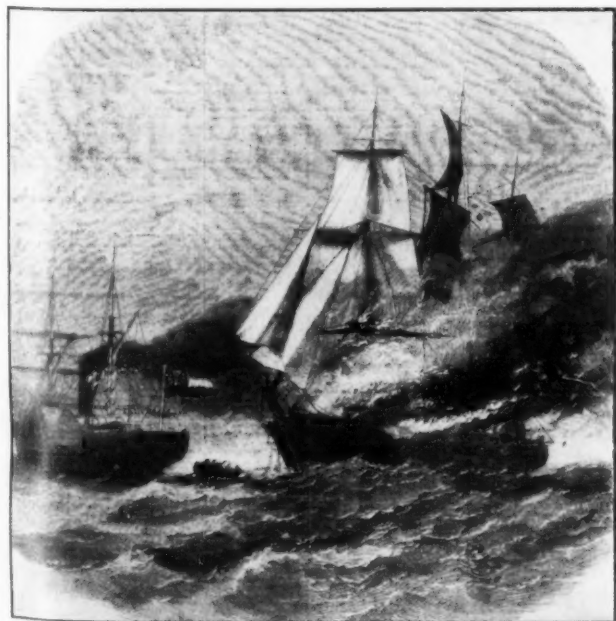
Frankfort, Ky., and a commander of the 1st Kentucky regiment of Confederates. The forces of the enemy were all under command of Col. John H. Forney, of the 10th Alabama, Acting Brigadier General. The National loss was ten killed and fifteen wounded.

Skirmish Near Beaufort. On December 6th, in the evening, the first skirmish on land took place between our troops and the South Carolinians. The pickets which had been thrown out on Shell Road, the main and only avenue to the village, had been stationed in their position but a few minutes before a body of Confederate cavalry, numbering 20 or 30 men, came upon them unexpectedly on both sides. The Confederates discharged their revolvers, and hit one of our men in the neck, inflicting a painful wound. The fire was returned, but, as it was dark, with what effect could not then be ascertained. One of the Confederates was mortally wounded, and fell off his horse about a half mile from the scene. After this our pickets were not disturbed.

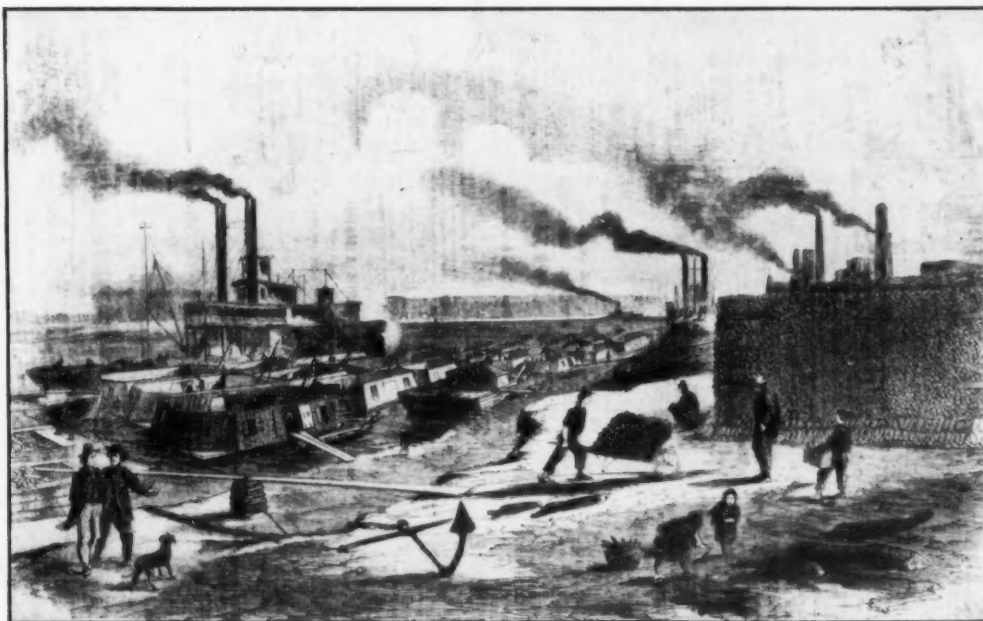
The Rhett House in Beaufort, S. C. The owner of this house, Barnwell Rhett, is one of the most prominent of Secessionists, and in the commencement of the war inflamed the public mind to fire that shot on Fort Sumter, the reverberation of which has shaken our continent, and which, should France and England interfere, is destined to shake the world.

Mr. Rhett had scarcely heard of the devastation of his country seat at Beaufort by the hands of negroes when a fire swept away the office of the *Charleston Mercury*, of which he and his son are the editors and proprietors. Mr. Rhett's house is situated in one of the finest positions in Beaufort, and was most luxuriously furnished. The furniture, however, underwent a great transmutation at the hands of the negroes after their masters had evacuated the town.

Preparing Fascines and Gabions. Fascines have long been employed in temporary defenses, the word being derived from *fascis*, the Latin word for bundles. In fortification, fascines stand for fagot, a bundle of rods or small sticks, bound at both ends and in the middle, used in raising batteries, in filling ditches, and making parapets. A gabion, in fortification, is a hollow cylinder of wickerwork, resembling a basket, but having no bottom. This is filled with earth and so serves to shelter the men from an enemy's fire. Our artist writes: "During the preparatory work of concentrating and organizing the army in Kentucky, opportunities are afforded for perfecting the men in a knowledge of the practical part of war, and erecting fortifications. Capt. Muller, in command of the battery attached to Col. Stambaugh's 77th Pennsylvania regiment, is an accomplished officer, having served with much distinction in the Prussian army. The scene I have sketched represents the men cutting down the oak saplings, using the trunk, branches and twigs in fastening the gabions, the pointed stakes of which are arranged in a continuous line, forming a complete breastwork."



Burning of the American Merchantman *Harvey Birch*, of New York, Captain Nelson, commander, in the British Channel by the Confederate steamer "Nashville," Captain Peagrim.



Scene at the upper ferry, St. Louis, Mo.—construction of floating mortar batteries, etc., by orders of the National government.

From a sketch by our special artist, with General Halleck's command.

NAPOLEON FLOUR

This illustration emphasizes the name, NAPOLEON---and it is all important that users of flour remember---"NAPOLEON FLOUR." If quality is wanted, if help in baking is needed, if goodness and unvarying merit are sought, do not forget to order NAPOLEON FLOUR---remember the name.

For Sale by all Grocers

Or supply can be obtained from the Distributors mentioned below:

J. C. SMITH & WALLACE COMPANY, Newark, N. J.
L. B. RISDON MILLING CO., Trenton, N. J.
BORTON COAL & TRADING CO., Atlantic City, N. J.
A. S. CHURCH, South River, N. J.
LANG & CO., New York City.
DANIEL MAPES, JR., New York City.
S. MILLS ELY CO., Binghamton, N. Y.
S. MILLS ELY CO., Branch, Waverly, N. Y.
ALBANY CITY MILLS, Albany, N. Y.
GEO. B. PALMER, Fulton, N. Y.
PORTER BROS., Syracuse, N. Y.
KEYSTONE COMMERCIAL CO., Pittsburg, Pa.
KEYSTONE COMMERCIAL CO., McKeesport, Pa.

ARTHUR HILL & CO., Amsterdam, N. Y.
WOOD, BARTON & CO., Ticonderoga, N. Y.
HERKIMER MILLS, Herkimer, N. Y.
HILTON, GIBSON & MILLER, Newburgh, N. Y.
HUDSON WHOLESALE GROCERY CO., Hudson, N. Y.
THE HOOVEN MERCANTILE CO., New York City.
THE HOOVEN MERCANTILE CO., Scranton, Pa.
THE HOOVEN MERCANTILE CO., Wilkes-Barre, Pa.
THE HOOVEN MERCANTILE CO., Hazleton, Pa.
THE HOOVEN MERCANTILE CO., Shenandoah, Pa.
THE HOOVEN MERCANTILE CO., Ashland, Pa.

THE HOOVEN MERCANTILE CO., Sunbury, Pa.
THE HOOVEN MERCANTILE CO., Reading, Pa.
THE HOOVEN MERCANTILE CO., Pottsville, Pa.
THE HOOVEN MERCANTILE CO., Mauch Chunk, Pa.
WM. B. A. JURGENS, Brooklyn, N. Y.
SARATOGA MILLING & GRAIN CO., Saratoga Springs, N. Y.
C. G. MEAKER, Auburn, N. Y.
BOOMHOWER GROCERY CO., Plattsburg, N. Y.
J. E. MOLLOY & CO., Troy, N. Y.
CHARLES ROCKWELL & CO., Mt. Vernon, N. Y.
SEARS & PRUYN, Watertown, N. Y.

L. A. WRIGHT & CO., Boston, Mass.
THE ANDREWS-DOUGLASS CO., Waterbury, Conn.
GEO. W. HART, JR., New Haven, Conn.
H. P. CORNELL CO., Providence, R. I.
THE HOGE & McDOWELL CO., Washington, D. C.
THE PHILLIPS THOMPSON CO., Wilmington, Del.
McCUE WRIGHT CO., Bluefield, W. Va.

R. H. McEWEEN MILLING CO., Ogdensburg, N. Y.
HENRY S. LEVY, Brooklyn, N. Y.
H. C. BOHACK CO., Brooklyn, N. Y.
WM. EVERITT CO., Brooklyn, N. Y.
GRANGER & CO., Buffalo, N. Y.
GRANGER & CO., Geneva, N. Y.
GRANGER & CO., Hornell, N. Y.
GRANGER & CO., Jamestown, N. Y.
GRANGER & CO., Erie, Pa.
GRANGER & CO., Warren, Pa.
J. M. WYCKOFF, East Stroudsburg, Pa.

LEWIS BROS. CO., Chester, Pa.
T. H. THOMPSON & SON, Chester, Pa.
WITMAN-SCHWARZ CO., Harrisburg, Pa.
WITMAN-SCHWARZ CO., Carlisle, Pa.
WITMAN-SCHWARZ CO., Lewistown, Pa.
A. S. STAUFFER, Palmyra, Pa.
PENN FLOUR COMPANY, Philadelphia, Pa.
THE DURST MILLING CO., Dayton, Ohio.
SHENANGO VALLEY FLOUR & PRODUCE CO., Sharon, Pa.
SHAW, HAMMOND & CARNEY, Portland, Maine.
ARTHUR CHAPIN CO., Bangor, Maine.

OGLESBY GROCERY CO., Atlanta, Ga.
BROWDER BROS. CO., New Orleans, La.
COBURN BROS., Portsmouth, Ohio.
JOHN MUELLER, Lookland and Cincinnati, Ohio.
CLEGG BROS., Youngstown, Ohio.
THE ESTERMANN-VERKAMP-MURPHY CO., Cincinnati, Ohio.

THE E. H. FRECHTLING CO., Hamilton, Ohio.
BEDFORD & JONES, Lima, Ohio.
J. S. WAGNER FLOUR CO., Springfield, Ohio.
NEELY & FERRALL, Canton, Ohio.
THE STANDARD CEREAL CO., Chillicothe, Ohio.
SHANKS, PHILLIPS & CO., Memphis, Tenn.
CHATTANOOGA FEED CO., Chattanooga, Tenn.
WILSON GROCERY CO., Peoria, Ill.
L. S. DONALDSON CO., Minneapolis, Minn.
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BURR BROS., Rockford, Ill.
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NATIONAL GROCER CO., Decatur, Ill.
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RUST-PARKER-MARTIN CO., Duluth, Minn.
KNOBLOCK & GINZ MILLING CO., South Bend, Ind.
RAGON BROTHERS, Evansville, Ind.
D. REIK, Milwaukee, Wis.
WILBUR LUMBER CO., Milwaukee, Wis.
NORTHERN ELEVATOR CO., Manitowoc, Wis.
A. PIERRE, Oconto, Wis.
KELLOGG-BIRGE CO., Keokuk, Ia.
BENEDICT & PECK CO., Marshalltown, Ia.

C. SHENKBERG CO., Sioux City, Ia.
JOHN A. FEENEY, Davenport, Ia.
IOWA GROCERY CO., Fort Dodge, Ia.
LENSON, CARPENTER & CO., Helena, Mont.
BUTTE POTATO & PRODUCE CO., Butte, Mont.
LAKIN BROS., Miles City, Mont.
B. L. GORDON & CO., Spokane, Wash.
DUNCAN-BROWN, Kansas City, Mo.
A. SCHAUHAN & SON, Baltimore, Md.
JAMESON, HEVENER & GRIGGS, St. Paul, Minn.



NAPOLEON AND THE KING OF ROME